



Established February, 1845.

Vol. XLIII. No. 7299.

號四月年七十八百八千一英

HONGKONG, TUESDAY, JANUARY 4, 1887.

日一十月二十年戌丙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL. LONDON :- F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154,

Leadenhall Street. W. M. WILLS, 151, Cannon Street, E.C. PARIS AND EUROPE :—AMEDEI PRINCE & Co., 36, Rue Lafayetie, Paris. NEW YORK:—Andrew Wind, 21, Park SAN FRANCISCO and American Ports

concrolly:—Bean & Black, San Fran-

AUSTRALIA, TASMANIA, AND NEW ZEALAND :-Gordon & Gotch, Melbourns and Sydney. CEYLON -W. M. SMITH & Co., THE APOTHECARIES Co., Colombo. SINGAPORE, STRAITS, &c. :- SAVLE & Co., Square, Singapore. C. HEINSZEN

& Co., Manila. CHINA: -Macae, F. A. DE' CRUZ. Swatow, Quelch & Co. Amoy, Wilson, NICHOLIS & Co. Foothow, HEDGE & Co., Shanghai, LANE, CRAWFORD & Co., and KELLE & WALSH. Yokohama, LANE, CHAWFORD & Co., and KELLY

Banks.

NOTICE. TO ULES OF THE HONGKONG

SAVINGS'BANK. 1.—The business of th above Bank will be conducted by he Hongkong and Shanghai Banking orporation, on their promises in Hongong. Business hours on week-days, 1(to 3 : Saturdays, 10

-Sums less than \$1 or more than \$250 at one time will ot be received. No depositor may dessit more than \$2,500 in any one year. 3.—Depositors in thesevings' Bank having

\$100 or more a their credit may at their option trusfer the same to the Hongkong and Langhai Banking Corporation on fixedeposit for 12 months at 5 per cent. peannum interest. 4.—Interest at the re of 31 per cent. per annum will be a wed to depositors on

their daily balans. 5.-Each Depositorill be supplied gratis. with a Pass-Bo which must be presonted with en payment or withdrawal. Depotors must not make any entries therelves in their Pass Books but shod send them to be written up at let twice a year, about the beginning (January and begin-

6.—Correspondence: to the business of the Bank if reled On Hongkong hour. Savings' Bank Budss is forwarded free by the various Itish Post Offices in Hongkong and Coa. 7,-Withdrawals maye made on demand

but the person attendance of the depositor or his cy appointed agent, and the producti of his Pass-Book аге песеззагу. Hongrong & Languar Banking

JOI WALTER, Actinihief Manager. Hongkong, June 7, 11, HONGKONG & SHANIAI BANKING

CORPATION.

CORPORADN. PAID-UP CAPITAL,.....\$7,500,000 RESERVE FOXD,.....\$4,500,000 RESERVE FOR EQUALIZATI \$ 200,000 Soda

OF DIVIDENDS, RESERVE LIABILITY OF L. \$7,500,000 PRIETORS,..... COURT OF DIREGS. Chairman-A. Mcl. Esq. Deputy Chairman-M. ore, Esq. Hon. J. BELL IRVING. | H. IPIUS, Esq.

O.D. BOTTOMLEY, Esq. | E. H. HUNTING-W. H. F. DARBY, Esq. H. L. DALRYMPLE, Hon.?, McEWEN. Hon.D. Sassoon. CHIEF MANAGE Hongkong,..... THOMAS JAON, EEG.

Acting Chief Manager-John LTER. Esq. Shanghai,..... Ewen Cann. Esq. LONDON' BANKERS. - London d' County

HONGKONG. INTEREST ALLOWEL N Current Deposit Account he rate

of 2 per cent. per annum he daily On Fixed Deposits:-For 3 months, 3 per cent. per um. n 4 per cent. n

5 per cent. 👊 🤄 LOCAL BILLS DISCOUNTS Credits granted on approved critico. and every description of Bat, and Exchange business transacted. Drafts granted on London, the chief Commercial places in Euro india. Australia. America, China and Jaj

JOHN WALA Acting Chief Mer. Hongkong, August 28,41886.

Notices of Firms.

NOTICE.

TITE Have This Day COMMENCED: ness as SHARE and GENE BROKERS under the Name and · EZEKIEL & JOSEPH. N. D. EZEKTE

E. H. JOSEPH Hongkong, December 30, 1886.

NOTICE THE INTEREST and RESPONSIBILITY of A

Deceased, in our Firm CEASED on the 281 October 1886; and Mr. RAMNARAYE, NATHOORAM has been Admitted PARTNER from that PARTNER from that date. TATA & Co. Hongkong, December 30, 1886.

NOTIOE.

CONSULTATION FIRE WE Have authorized Mr. ED. MILLER iscount to missionaries and families. to Sign Bries of Lading in our Sole Address Name from this date.

2 DUDDELL STREET, SIEMSSEN & Co. Hongkong, November 29, 1886,

Notices f Firms.

NOICE.

THE Undersign will Enter PARTNERSP on the 1st January 1887, as Share anGeneral Brokers, under the Style or in of 'HUGHES & EZRA.' E INES HUGHES.

N., J. EZRA. Hongkong, Decent 31, 1886.

NO'CE. TAR, R. H. KIMBL will Take Charge

of my DEML PRACTICE in Hongkong until furt Notice. H. H. WINN.

16. BANK BUILDING Hongkong, Decem 20, 1886.

Intintions.

IMPORTAT NOTICE.

Japan! Jap!! Japan!!!

KUH & Co.

JAPANESE FIN ART GALLERY. (Opposite the Nokono Hotel).

MOW OPEN TO A NCIENT and ODERN BRONZES. A IVORIES, LQUER, SILKS, and BROUADES: GEUINE SATSUMA, EMBROIDERED BLEUAX, QUILTS, WRAPPERS, JACETS and GOWNS, PHOTOGRAPH BUMS, BRONZÉ JEWELLERY, at Hundreds of ELE-GANT and USFFI ARTICLES. All will be offered the lowest possible

wholesale prices in pan. INSPECTION RECUFULLY INVITED. Hongkong, Janu 3, 1887.

THE HONGRON AND KOWLOON WHARF, GODVN AND CARGO-BOAT OMPANY.

THE Company'ill receive STEAMERS and Sammerssels alongside their Wharves at Kowlo, and Land, Re-ship, and/or Store GERAL CARGOES, SILK, OPIUM, COTTON, GIN OF MERCHANDISE ID First-Class Granitoodowns at Cheap Rates. Also Coals in spedly constructed Sheds. For the convenies of Commanders and Storers the Compans launch Hongkong will convoy to and fro tse interested FREE OF CHARGE, starting fm the Pedder's Wharf EVERY HOUR from a.m. to 5 p.m., and from the Wharf a Kowloon at the half-

For further Partillars, apply to W. KRFOOT HUGHES, adder's Street.

Hougkong, Februy 17, 1386.

GRIF'ITH'S VIEWS OF HONGKONG NOW EADY, 1, DUDDEL STREET.

GRIFFTH & Co., MANUFATURERS

LONDON ÆRAED WATERS. 1. DUDDEL STREET. Continue | Supply : WATER, LEMONADE, GINGERADE, RASPBERRYADE, SELTZER

Sarsaparilla 11 &c., &c., &c. At the same Morate Charges. Hongkong, June 9,885.

NOTOE.

HONGKONG AND HAMPOA DOOK COMPANY, IMITED.

CHIPMASTERS an ENGINEERS are respectfully inferred that, if upon their arrival in this arbour, NONE of the Company's FOREEN should be at hand, Orders for REFIRS if sent to the Head Office, No. 14, rays Central, will

receive prompt attentio In the Event of Comaints being found necessary, Communicate with the Undersigned is requested, who immediate steps will be taken to rectifythe cause of dissatisfaction. DGILLIES,

Hongkong, August 251885. CHAS. J. GAUP & Co.,

Jewellers, Gold & ilversmiths. NTAUTICAL, SOINTIFIC AND METEORODGICAL INSTRUMENTS.

VOIGTLANDER'S CLEBRATED BINOCULARS AND TLESCOPES. RITCHIE'S LIQUID AND CHER COMPASSES.
ADMIRALTY & IMRY CHARTS, NAUTICAL BOKS.

English Silver & Electa-Plated Ware. Christofle & Co.'s ELECTS-PLATED WARE. GOLD & SILVER JWELLERY,

in great varity. DIAMODDS DIAMOND JEWILLERY, Splendid Collection of thLatest LONDON

PATTERNS, at very modate prices. 742 DENTISTIY.

FIRST CLASS WORKLANSHIP.

MODERATE RES.

MR. WONG TAIFONG, Surgeon Denist NATHOORAM JORAWURMUFORMERLY ARTICLED APPRETICE AND LAT-TERLY ASSISTANT TO DE ROSERS,) .-T the urgent request of his European

and American patient and friends, TAKEN THE OFFICE formerly ocbied by Dr. Rogers. -2481 to. 2, DUDDELL STREET.

The state of the s

Copies may be had at the China Muil Office, and at Mesara Lane, Crawsond S (Next to the New Oriental Bunk.) 2274 ongkong, January 12, 1886. 66 Co.,-Price, 75 cents.

Business Notices.

HAVE RECEIVED FURTHER SHIPMENTS OF

THE Latest 1/- and 2/- NOVELS. NEW ANNUALS.

STOOD'S, GREENWAY'S, and THE ILLUSTRATED *ALMANAC for 1887.

LETTS'S DIARIES for 1887.

MORE SKETCHES, by CALDECOTT. ÆSOP'S FABLES, with Modern Illustrations, by Caldecorr. All the NEW BOOKS as they appear.

LANE, CRAWFORD & Co.

Hongkong, January 4, 1887.

Hougkong, September 8, 1886.

ADJOINING THE STAG HOTEL (NEXT DOOR). MONSISTING OF A STOCK OF FANCY AND USEFUL ARTICLES, | Baxter's Celebrated 'Barley Bree' At Cash Prices and for Cash only. WATCHES, MUSICAL INSTRUMENTS, TOBACCOS. ALBUMS. CIGARS.

> BOOKS, OUTLERY. NOVELS. LEATHER GOODS. CLOCKS, and a varied Stock of Fancy GOODS of all kinds. BON MARCHE, next door to The STAG HOTEL.

HAVE RECEIVED

HRISTMAS NUMBER 'ILLUSTRATED NEWS,' containing a complete Novel by Bret Harte, entitled a 'Millionaire of Rough and Ready,' and large coloured Picture 'Little Miss Muffet.' XMAS NUMBER 'GRAPHIC,' containing a complete Novel by David Christie Murray, entitled 'Bull Dog and Butterfly,' and large coloured Picture 'Yoicks, Tally Ho!'

XMAS No. ILLUSTRATED SPORTING and DRAMATIC NEWS. ILLUSTRATED LONDON NEWS ALMANACK 1887. IMPERIAL ENGLISH AND CHINESE DIARY 1887; Foolscap size, 3 days to a page, interleaved with Blotting Paper, containing Customs Tariff for China, Postal Information, E. E. A. & C. T. Co.'s, and G. N. Co.'s Telegraph Rates, Chineso Holidays, and Festivals, Wages Table in Dollars and Taels—Price, \$1. MPERIAL ENGLISH AND OHINESE DATE BLOCK 1887, superceding in getup and legibility all Anglo-Chinese Date Blocks, previously assued-Prico,

75 Cents. LETTS' DIARIES and DATE BLOCKS. Boys' Own Annual-Girls' Own Annual-Every Boy's Magazine-Every Girl's MAGAZINE—Harper's Young People—Chatterbox—Children's Friend— Infant's MAGAZINE -LITTLE WIDE AWAKE, and all the best Children's VOLUMES FOR THE YEAR.

KELLY & WALSH, LIMITED, HONGKONG.

Tailors, Hatters, Shirtmakers & General Outfitters, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

SHOWING

COATINGS,

to which they INVITE the attention of their Customers.

SPECIALTY

Black Cloth Dress Suit, \$30.00.

Hongkong, December 1, 1886.

Victoria Hotel, Praya and Queen's Road Central, Hongkong.

HIS Extensive and well appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Horzes in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious,

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and Smoking Rooms. Chronometer, Watch Clock Makers, The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Messrs. DORABJEE & HING KEE, Hongkong, September 16, 1885.

RESPECTFULLY- CALL ATTENTION TO THEIR

PREMISES.

SEE QUEEN'S ROAD ENTRANCE. W. POWELL & Co.

Hongkong, January 3, 1887.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE Transfer BOOKS of this Company | THE Undersigned, AGENTS of the above will be CLOSED from the 22nd Inst. | Company, are authorized to Insure until the 7th Proximo, both days inclusive, against FIRE at Current Rates, F. W. CROSS,

Manager. Hongkong, December 17, 1886. NOW READY.

THE COMMERCIAL LAW AFFECT ING OHINESE; with special reference to Partnership Registration and BANKEUPTOY LAWS IN HONGKONG.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Hongkong, January 1, 1882.

NOTICE. QUEEN FIRE INSURANCE COM-PANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at per cent, net premium per annum. NORTON & Co., Agents. Hongkong, May 19, 1881.

Auctions.

PUBLIC AUCTION. THE Undersigned has received instructions to Sell by Public Auction, on WEDNESDAY,

the 5th January, 1887, on Board, at Noon, (Unless previously Sold by Private Contract). THE BRITISH STEAMER PARTRIDGE,

of 284 Tons Register, 71 H.P., built in

1884, and classed 100 A 1 at LLOVDS, as she then lies in this Harbour, with all her TACKLE and APPURTEN-ANCES. For further Particulars, apply to the CAPTAIN on Board, or to

G. R. LAMMERT, Auctioneer. Hongkong, December 16, 1886a

For Sale.

FOR SALE. TULES MUMM & Co. CHAMPAGNE, Quarts......\$20 per Case of 1 doz. Pints......\$21 II 0 2 II Dubos Frères & de Gernon & Co.'s

BORDEAUX CLARETS AND WHITE WINES WHISKY,—\$71 per Case of 1 doz. GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884. FOR SALE. GOOD AUSTRALIAN COW in CALF.

A 2-YEAR OLD HEIFER. Apply to W. S. ADAMS, Bank Buildings.

Hongkong, December 29, 1886. 2475

To Let.

TO LET. TX7ITH immediate occupation the Commodious PREMISES known as the P. & O. OLO OFFICES, lately in the occupation of the HONGKONG & SHANGHAI BANK-ING CORPOBATION. For further Particulars, apply 'to the

Undersigned. E. L. WOODIN. Acting Superintendent. Hongkong, November 22, 1886.

TO BE LET NTO. 2, RICHMOND TERRACE (at: present in the occupation of H. M. BAILY, Esq.) With Possession from 1st

Apply to JOHN WILLMOTT, Hongkong Dispensary. Hongkong, December 30, 1886.

TO LET. DOOMS in 'College Chambers,' No. 16, HOLLYWOOD ROAD.

Apply to DAVID SASSOON, SONS & Co. Hongkong, December 3, 1886.

Notices to Consignees.

UNION LINE. "NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE. THE Steamship Tetartos, Captain Perensen, having arrived from the above Ports, Consignees of Cargo are hereby Ports on requested to send in their Bills of Lading to at 5 p.m. the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

The Steamer is berthed at the Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected. All Claims against the Steamer must be presented to the Undersigned on or before the 7th January, or they will not be re-

RUSSELL & Co., Agents.Hongkong, December 28, 1886. 2469 NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM SOURABAYA, SAMARANG, BATAVIA, SINGAPORE AND SAIGON.

THE Company's S.S. Celebes having arrived from the above Ports, Consignees of Cargo by her are hereby informed Ports on THURSDAY, the 6th Instant, at at Noon. that their Goods are being landed at their 10 a.m. risk into Messrs. Jardine, Matheson & For Freight or Passage, apply to Co.'s Godowns, West Point, whence delivery may be obtained. Cargo remaining undelivered after the 6th January, 1887, will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Hongkong, December 30, 1886. FROM LONDON, PENANG AND

SINGAPORE. THE Steamship Glencoe having arrived from the above Ports, Consignees of Cargo by her and by the S.S. Richmond Hill, from New York, are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. To-DAY, the 29th Instant. Cargo remaining undelivered after the oth January, 1887, will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co. Hongkong, December 29, 1886, 1887, Plongkong January 8, 1887,

Notices to Consignees.

NOTICE TO CONSIGNEES. FROM LONDON, ANTWERP, HAM

BURG AND SINGAPORE. THE Steamship Westmeath, Captain STONEHOUSE, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods

from alongside. Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected, All Claims against the Steamer must be Hongkong, January 3, 1887. presented to the Undersigned on or before

the 10th Instant, or they will not be re-RUSSELL & Co.,

Hongkong, January 3, 1887. FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. Cassandra, Captain HABSLOOP, having arrived from the above Ports, Consignees of Cargo are hereby informed 4 p.m. that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY, the 3rd Instant, at Noon. Cargo remaining undelivered after the the entire voyage. 9th Instant will be subject to rent.

No Claims will be admitted after the Goods have left our Godowns. No Fire Insurance has been effected. Bills of Lading will be countersigned by SIEMSSEN & Co., Agents.

COMPAGNIE DES MESSAGERIES MARITIMES. NOTICE TO CONSIGNEES.

Hongkong, January 3, 1887.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected. Ex Romanul and Melbourne. H (in dia.), 101/200) = 200 cases Candles from Antwerp, consigned to Order.

' G. DE CHAMPEAUX, Agent. Hongkong, January 3, 1887.

Shipping.

Steamers. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW The Co.'s Steamship Namoa, Captain Pocock, will be despatched for the above

Ports on WEDNESDAY, the 5th Inst., at For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.,

General Managers. Hongkong, January 3, 1887. THE CHINA & MANILA STEAMSHIP

COMPANY, LIMITED. FOR MANILA VIA AMOÝ. The Co.'s Steamship Captain Talbot, will be despatched for the above

Ports on WEDNESDAY, the 5th Instant, For Freight or Passage, apply to RUSSELL & Co., . General Managers.

Hongkong, January 3, 1887. THE BEN LINE OF STEAMERS FOR YOKOHAMA AND HIGGO. The British Steamer

Bengtoc,
Capt. FARQUHAR, will be
despatched as above on or about the 5th Proximo. For Freight or Passage, apply to GIBB. LIVINGSTON & Co.,

Hongkong, December 28, 1886. FOR YOKOHAMA AND KOBE. The Steamship Capt. C. Haesloop, will be despatched for the above

Agents:

SIEMSSEN & Co., Agents. Hongkong, January 3, 1887.

FOR YOKOHAMA AND HIOGO. The Steamship Westmeath. Capt. STONEHOUSE, will be despatched for the above Ports on THURSDAY, the 6th

Instant, at 3 p.m. For Freight or Passage, apply to RUSSELL & Co., Agents. Hongkong, January 8, 1887. OCEAN STEAMSHIP COMPANY

The Co.'s Steamship Stentor,
Capt. Enwards, will be despatched as above on SATURDAY, the 8th Instant. For Freight or Passage, apply to

FOR LONDON FIA SUEZ CANAL.

BUTTERFIELD & SWIRE, Agents.

Shipping.

Steamers. OCEAN STEAMSHIP COMPANY. FOR NAGASAKI, KOBE AND

чоконама. The Co.'s Steamship Captain Nelson, will be despatched as above on

SUNDAY, the 9th Instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

CHINA NAVIGATION COMPANY, LIMITED. FOR PORT DARWIN, SYDNEY AND

MELBOURNE, VIA SINGAPORE. The Co.'s Steamship J.C.D. ARTHUR, Com'der, will be despatched as

above on MONDAY, the 10th January, at The attention of Passengers is directed to the superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are accommodated in the Poop. A Refrigerating Chamber ensures

the supply of Fresh Provisions throughout For Freight or Passage, apply to

BUTTERFIELD & SWIRE. Hongkong, December 30, 1886.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY. Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHWANG, TIENTSIN, HANKOW and Ports on the YANGTEZE.) The Co.'s Steamship

Agents.

Capt. MILLIGAN, will be despatched as above on MONDAY, the 10th Instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, January 3, 1887. NAVIGAZIONE GENERALE

ITALIANA (FLORIO & RUBATTINO UNITED COMPANIES) STEAM FOR SINGAPORE, PENANG, BOMBAY. ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES, LEGHORN,

AND GENOA.

Taking Cargo at through gates to MADRAS, PERSIAN \ ULF, BAGDAD, all MEDITER-RANEAN, DRIATIC and LEVANTINE Ports; Al MARADRIA, ODESSA, MARA SEILLES, and also to Buenos Ayres, MONTEVIDEO, V. LPARAISO and CALLAO.) The Co.'s Steamship Bormida,
Capt. Pinzanello, will be
despatched as above on

or about the 10th January. The Steamer has splendid Accommodation for Passengers and carries a Doctor * and Stewardess. For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co. Hongkong, December 27, 1886. 2450 THE BEN LINE OF STEAMERS.

FOR SINGAPORE AND LONDON.

The British Steamer

GIBB, LIVINGSTON & Co.,

Captain Riddoch, will be despatched as above on or about the 14th Instant. For Freight or Passage, apply to

Hongkong, January 3, 1887. AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY

STEAM FOR

SINGAPORE, PENANG, COLOMBO. BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI AND TRIESTE. (Taking Cargo at through rales to CAL-CUTTA, MADRAS, PERSTAN GULF, BLACK SEA, LEVANT and ADRIATIC PORTS.)

The Co.'s Steamship Captain C. BECHLINGER, will be despatched as above on SATURDAY, the 15th Instant, For further Particulars, regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH,

Sailing Vessels.

Hongkong, January 3, 1887.

FOR NEW YORK, The 3/3 L. L.1. Amer. Schooner TIBBETTS, Master will load here for the above Port, and will have quick despatch. For Freight, apply to

RUSSELL & Co. Hongkong, December 6, 1886. (2321) FOR SAN FRANCISCO.

The 3/3 L.1.1. American Ship Taylon, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to

RUSSELL & Co. Hongkong, December 4, 1888.

Entertainment.

CITY HALL. Under the Distinguished Patronage of H. E. Hon. W. H. MARSH, C.M.G., Acting Governor. H. E. Vice-Admiral R. VESEY HAMILTON.

C.B., Commander-in-Chief. H. E. Major General Cameron, C.B., Commanding-in-Chief.

H. M. S. LEANDER, will give

PERFORMANCE in the above HALL TO-MORROW EVENING. 5th January, 1887,

FOR THE BENEFIT OF THE WIDOWED MOTHER OF A LATE SHIPMATE, DECEASED. PRICES OF ADMISSION

Dress Circle, - - - - \$2.00. Stalls—Front Seats. - - - \$1.00. Stalls—Back Seats, - - - S0.50. Doors open at 8.30. Communes at 9 p.m.

Tickets can be had at Messrs. Kelly & WALSH'S, LIMITED, where Seats may be Europe. secured. Mr. C. Lethbridge, R.N., Manager. Lieut. R. BLOMFIELD, R.N.,

Hon. Sec. & Treasurer.

Mails.

Hongkong, January 4, 1887.

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID. MEDITERRANEAN AND BLACK SEA PORTS.

MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; BORDEAUX, LE HAVRE, DUNKIRK LONDON AND ANTWERP.

N TUESDAY, the 11th January, 1887, at Noon, the Company's S.S. YANGTSE, Commundant LORMIER. with MATLS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the abova places. Cargo and Specie will be registered for

 London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe Shipping Orders will be granted until

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 10th January, 1887. (Parcels are not to be sent on board; they must be feft at the Agency's Office.) Contents and value of Packages are re-

For further particulars, apply at the Company's Office. G. DE CHAMPEAUX,

Hongkong, December 29, 1886.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, · SUEZ. PORT SAID, TRIESTE, BRINDISÍ. ANTWERP, BREMEN & HAMBURG PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GABVESTON & SOUTH AMERICAN

PORTS. THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE. N.B.—Cargo can be taken on through Bills of Lading for the principal places in

Nº MONDAY, the 24th day of January, 1887, at Noon, the Company's Steamship NECKAR, Captain BAUR, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above. Shipping Orders will be granted till Noon Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 23rd January. (Parcels are enot to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required. The Steamer has splendid Accommodation

and carries a Doctor and Stewardess. Linen can be washed on board. For further Particulars, apply to MELCHERS & Co.,

Hongkong, December 28, 1886.

Not Responsible for Debts.

Meither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:-

Focke. —Schellhass & Co. Else, German brig, Capt. E. Schwartz, -Wieler & Co.

Enos Soule, American ship, Capt. J. T. Soule.—Master. FRED. P. LITCHFIELD, Am. barque, Capt. | Life. O. C. Young. -Gonsalves & Co.

... HAROLDINE, Amer. 4-m. schooner, Capt. S. R. Tibbetts.-Russell & Co. HILDA, British schooner, Capt. O. Olin.

-- Captain, Inclusive, British barque, Capt. James Hayes. - Master. JACOB CHRISTENSEN, Norw. str., Captain G. Bjerck.-Mitsui Bussan Kaisha. JOHN TRABEY, British ship, Capt. Thos.

Ryan. - Messageries Maritimes. SARAH HIGNETT, American ship, Capt. A. Morgan. - Ed. Schellhas & Co. Teran, American ship, Captain C. H. Allyn.—W. Legge. VENTURI, Souhish barque, Captain R. Rstival.—Remedies & Co. WESTMEATH, British atoamer, Captain A. Stonehouse,—Russell & Co.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,

THE OVERLAND RAILWAYS, TLANTIC & OTHER CONNECTING STRAMERS.

FIHE Steamship OCEANIC will be despatched for San Francisco, via Yokohama, on TUESDAY, the 11th January, at 3 p.m. Connection being made at Yokohama,

with Steamers from Shanghai and Japan All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day provious to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Roturn Faro. These allowances do not apply to through fares from China and Japan to

Consular Invoices to accompany Cargo dostined to ports beyond San Francisco, FOR NEW YORK VIA SUEZ CANAL. should be sent to the Company's Offices, addressed to the Cellector of Customs, San. For further information as to Freight

r Passage, apply to the Agency of the Company No. 59A, Queen's Road Central. C. D. HARMAN, Hongkong, December 21, 1886. 2426

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY. THROUGH TO NEW YORK, VIA.

OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO! TIHE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for San Francisco, via Yokohama,

on SATURDAY, the 22nd January, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to Eugland, France, and Germany by all trans-Atlantic lines of Steamers. RETURN PASSAGES. - Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discounof 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year.

will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value

of same is required. Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central. C. D. HARMAN,

Hougkong, December 30, 1886.

Insurances. THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTEP OF His Majesty King George The First, A. D. 1720,

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows :--Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia,

Fire Department. Policies issued for long or short periods at current rates.

Life Department. Policies issued for sums not exceeding £5.000 at reduced rates.

HOLLIDAY, WISE & Co. Hongkong, July 25, 1872. LANCASHIRE INSURANCE

COMPANY." (FIRE AND LIFE.)

CAPITAL,-Two MILLIONS STERLING,

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on H Goods on board Vessels and on Hulls of De ADOLPH, German brig, Captain John Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision. If required, protection will be granted on | H first class Lives up to £1000 on a Single For Rates of Premiums, forms of pro-

posals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton. Hongkong, January 4, 1867_

NOW READY. THE REVENUE OF CHINA.

SERIES OF ARTICLES, Reprinted from 'The China Mail.' WITH AN APPENDIX. HK. High-Level Tramways Co., Ld. 1,250\$ IHIS PAMPHLET is Now Ready, Chinese Imperial 1881 3,585 Ti. 500 all and may be had at the OFFICE OF THIS PAPER, Messis. Lane, Crawford Co.'s, Chinese Imp. (Ch. Bank Loan) 1885 2790 7

• • • • 50 Cents.

Measts. KRLLY & WALSH'S.

And Mr. W. BREWER'S.

To-day's Advertisements.

FOR BANGKOK (DIRECT.) THE SCOTTISH ORIENTAL STEAM. SHIP COMPANY, LIMITED.

The Company's Steamer Captain Geo. Anderson, will be despatched for the

above Port on FRIDAY, the 7th Instant, it Daylight. For Freight or Passage, apply to YUEN FAT HONG, $^{-}$ Agents.

Hongkong, January 4, 1887. NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED. FOR BATAVIA, SAMARANG AND

SOURABAYA, VIA SAIGON

AND SINGAPORE. The Co.'s Steamship Captain Joon, will be despatched as above on or about the 10th Instant. For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents. Hongkong, January 4, 1887 🚬 UNION LINE.

The Steamship Mark Lane. Captain Porter, will be despatched for the above Ports on or about THURSDAY, the 13th

For Freight or Passage, apply to RUSSELL & Co... Hongkong, January 4, 1887.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE. (Calling at PORT DARWIN & QUEENS. | Chinese. LAND PORTS, and taking through Cargo to NEW ZEALAND, TAS. MANIA, &c.)

The Steamship Captain Ends, will be despatched for the above Ports on WEDNESDAY, the 19th Inst

For Freight or Passage, apply to RUSSELL & Co., Hongkong, January 4, 1857.

FROM LONDON, PENANG AND

SINGAPORE, THE Steamship Glenogle having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Opium, Chinese. are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be

Optional Cargo will be forwarded unless notice to the contrary be given before p.m. To-bay, the 4th Instant. Cargo remaining undelivered after the 11th Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.

1884 A....

1884 8.....

500

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all

all

Hongkong, January 4, 1887.

Destination.

The British steamer Glenogle reports: 17 Left Singapore on 29th at noon, had strong

SHIPPING

ARRIVALS. January 4, 1887 :-Marcia, British steamer, 1,060, A. Mo-Intosh, Nagasaki December 29, Coal --

SIEMSSEN & CO. Claymore, British steamer, 1,696, W.-A. Gullaud, Nagasaki December 30, Coal .-Russell & Co.

Independent, German steamer, 861, A. Hasenwinkel, Saigon December 29, Rice. -Wieler & Co. Glenoyle, British steamer, 2,000, Hogg, For AMOY & TAMSUL. London November 24, and Singapore Dec. 29, General.—JARDINE, MATHESON & Co.

Sapplire, British sloop, 1,970, Capt. R. Kinahan, Swatow January 3. Bormida, Italian str., 1,499, Pizzarello Bombay via Singapore, December 13 and 26, General.—Carlowitz & Co. Don Juan, Spanish steamer, 654, José M. Marquez, Manila and Amoy December 31 General.—Brandao & Co.

DEPARTURES.

January 4:-Fero. for Saigon. Pandora, for Singapore and Bombay. Surat, for Europe. Alwine, for Macho.

CLEARED. Sin Kolga, for Foochow. E' se, for Taiwanfoo. Iduna, for Haiphong. Anton, for Hoihow and Pakhoi. H. Printzenberg, for Rajang. F. H. Litchfield, for New York. Namoa, for Coast Ports. Teviot, for Saigon Walter Siegfried, for Foochow.

Glenogie, for Shanghai,

Centaur, for Cebu.

Passengers. ARRIVED.

Per Independent, from Saigon, 30 Chi-Per Glenogle, from London, &c., Messrs Cooper and Kist, and 400 Chinese, from

Per Bormida, from Singapore, &c., 143 Per Don Juan, from Manila, &c., Mr. Brown, and 68 Chinese,

DEPARTED. Per Surat, from Hongkong: for Singapore, Messrs W. S. Tevis, L. O. Kellogg, H. Davis, Chun Ying Tai, B. J. Barnes, R.N., Shan Safe and A. B. McKean; for Penang, Mr and Mrs R. L. Symes, infant and amah; for Colombo, Mr Frank G. Myburgh; for Trieste, Mr H. S. Kerr; for London, Messrs Joseph Withers, W. W. Wilson, Major W. Riddell, R.A., Sergt. Major A. Bruton, R.E., Sapper J. Richards, R.E., and Private and Mrs J. Bedford and infant. From Shanghai : for Suez. Rev. W. B. Palmore, Rev. M. B. Chapman, and Mr H. B. McDaniel ; for London, Miss

Pinkney. Per Fero, for Saigon, 10 Chinese. Per Alwine, for Macao, 40 Chinese. Per Pandorg, for Singapore, &c., 660

TO DEPART. Per Anton, for Hoihow, 40 Chinese. Per H. Printzenberg, for Rajang, 4 Chi-Per Namon for Coast Ports, 4 Europeans. and 400 Chinne. Per Teviot, for Saigon, 12 Chinese. Per Glenoyle, for Shanghai, 2 Europeaus.

SHIPPING REPORTS

monsoon and rough sea for 700 miles thence to port moderate monson and good weather. The British steamer Claymore reports Had moderate Easterly winds with fine

weather throughout. POST OFFICE NOTICES.

MAILS will close:-For SHANGHAL --Per Glenogle, at 11.30 a.m., on Wodnes. day, the 5th inst.

Per Fokien, at 1.30 p.m., on Wednesday the 5th inst., instead of as previously

For AMOY & MANILA -Per Zafiro, at 4.30 p.m., on Wednesday, the 5th inst.

For YOKOHAMA & KOBE. Per Cissandra, at 9.30 a.m., on Thursday, the 6th inst. For YOKOHAMA & KOBE.

Per Westmeath, at 2.30 p.m., on Thursday, the 6th inet. For MANILA. -Per Don Juan, at 4.30 p.m., on Thursday,

the 6th inst. For NAGASAKI, KOBE & YOKOHAMA. Per Thibet, at 5 p.m., on Thursday, the 6th January.

MAILS BY THE FRENCH PACKET,-The French Contract Packet Yangtsé will be despatched on TUESDAY, the 11th January, with Mails to the United Kingdom, Europe, and places beyond, and Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon India (via Madras), the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET.-The United States Mail Packet Oceanic will be despatched on TUESDAY, the 11th January, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:-2.15 P.M. Registry ceases.

2.30 P.M. Post-Office closes, but Corres pondence may be posted on board the Packet with Late Fec of 10 cents extra Postage until the time of departure.

HOURS OF CLOSING

THE FRENCH MAIL. The following hours are observed in closing Mails, &c.; by the French Contract Packet :-

Day before departure,-P.M. -- Money Order Office closes. Post Office closes, except the NIGHT Box, which is always open out of Office hours. Day of departure,—. 7 A.M. -Post Office opens.

departure.

A.M. Registry of Letters ceases. Posting of all printed matter and patterns ceases. vember 26; Hiter, 30; Benvenue, 11 A.M.—Mails closed, except for Late Egean, Antonio Dec. 3; Diomed, 14 Lettera. 11.10 A.M.—Letters may be posted with Late Fee of 10 cents until

11.30 A.M.—When the Post Office closes 11.40 a.M.-Late Letters may be posted on board the packet with Late Fee of 10 cents until time of

Vessels Advertised as Loading,

Vesse's. Agents. I ate of Leaving. Genoa, &c....... Carlowitz & Co........ About January 10. January 5, at 3 p.m. January 11, at 3 p.m. .. January 22, at 3 p.m. Swatow, Amoy and Foochow... Namos (8)...... Pocock.......... Douglas Lapraik & Co...... Jan. 5, at daylight.

Yokohama and Hiogo	stmeath (a)	Stonehore		Co About January 5.
Yokohama and KobéCas	sandra (s)		P Siemssen & Co	Jan. 6, at 10 a.n.
	SH	IARE LIST		JANUARY 4, 1887.
Stocks.	Nos. of Value.		Balancec.f'ward Last Dividence	Closing Que tations,
Hongkong and Shanghai Dauk Corp. INSURANCES. North-China Insurance Co., Ld		all \$ 4,500,00 For equal sation of div	\$ 111,760.34 £2 div. ½-yeni toJune 30,'86	1
Yangteze Insurance Company, Ld		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	for 1885	•
Union Insurance Society Co., Ld China Traders' Insurance Co., Ld	10,000 \$ 25 24,000 \$ 83.3	N 8 25 8 575,00	Dec. 31 1884 0 \$ 439,089.41 \$31 p sh. /84	1€85
Canton Insurance Office Co., Ld Chinese Insurance Co., Limited Hongkong Fire Insurance Co., Ld	10,000 \$ 25 1,500 \$ 1,00 8,000 \$ 25	50 \$ 50 \$ 188,00 50 \$ 200 \$ 28,711.5 50 \$ 50 \$ 1,000,00	\$ 494,406.00 10 % for 1885 2,868.89 6 % for 1885 283,482,55 \$27.50 for 85	\$80 sales \$180 per share, nominal \$4274
China Fire Insurance Co., Ld Singapore Insurance Company, Ld. STEAMBOAT COMPANIES.	40,000 \$ 10	*0 \$ 20 \$ 566,70 \$ 20	\$ 228,811.67 \$ 6 for 1884 \$ 17,000	\$89 per share, buyers \$22
HK. C. and M. Steamboat Co., Ld. Douglas Steamship Co., Limited		0 all \$ 180,000	Tuna 20/86	
Inde-China S. N. Company, Limited 60,000 shares issued	18,387 E - 10	0 all \$ 142,370.01 • £ 10 • £ 10	£ 4,387.5.9 7 % for 1885	847 par
Uhina and Manila S. S. Co., Ld MISCELLANEOUS.	3,500 \$ 100	1 1	None	25 discount
H'kong & Whampoa Dock Co., Ld. HK. and China Gas Co., Limited.	12,500 \$ 12 5,100 € 10	1	and 2 / bonus	\$123 % prem.
New Shares,		(£ 7.10 £ 9,177.31.1	£ 1,527.8.11 bonus for '4	\$130 per share, buyers
3,000 shs. insued	9,000 } 10	all	5 Lo. adl. bl None	\$195 per share \$124 per share
Hongkong Bakery Company, LdLuzon Sugar Company, Limited	5,000 # 25 600 # 50 7,000 # 1 #	ell \$ 6,000	\$ 690.66 \$16	741 per share 5120 n
Perak Tin Mining & S'ting Co Punjom & Sunghie Dua Samatan Mining Co.	5,000 8 50 40,000 8 10	s 5	None	b n nominal
H'kong Rope Manufactory Co., Ld. H. & M. Glass Manufacturing Co		all	7 %	313 cash 354 jin 30 % discount
A. S. Watson & Co., Limited	3,800 \$ 100		- Glinter divil	3132, buyers

Payub's.

June 16&Day, 10

March 15

June 30

Oct. 15

Jan. 18

7 % prem. A. G. STOKES, Share Broker

2 % prem.

? prem.

y prem.

MEMOS. FOR O-MORROW Shijing. Daylight. - Nameaves for Coast Ports.

3 p.m. - Zafiro lels for Manila, &c. Auton. Noon. - Auction British S.S. Partridge on Board.

Amuments. 9 p.m.—Performe at the City Hall.

General emoranda. THURSDAY, January:—
Goods per Celebendelivered after this date subject tont. FRIDAY, January 7

Claims against the ctartos must be sent in to Messra issell & Co., on or before this dat

A. S. WATSN & Co., Ltd., ARE NI SHOWING THEIR SEAON'S SUPP

XMAS CONECTIONERY FANCIGOODS.

A Small Assorbut of the Latest CHRISTMS CARDS.

NEW REUMES. New Sweets, NEW CHOCOLATES, CUT GL! BOTTLES. GLOVE AND HAKERCHIEF BOXES, BASKETS OF NEECTIONERY, CRYSTALED FRUITS, CRIERS.

A. S. Watson Co., Limited THE HONGKON DISPENSARY. Hongkong, Decemer 23, 1886.

The publication this issue commenced at 7.15 p.m.

The Constitut.

HONGKONG, TUESDI JANUARY 4, 1887. TELERAMS.

[SUPPLIED TO TH' CHINA MAIL.'] (Via South Line.) MORE FRENCH TODOMONTADE. London st January, 1887.

M. d'Aunay, when ceiving a deputation of French subjects irlairo, said that he was authorised to statuat France will not allow French interests Egypt to be en dangered, and has dided to take men sures accordingly.

LOCAL ANIBENERAL.

PASSED SOL CANAL. OUTWARD BOUND:- Ipdule, Oct. 26; Vespassan, 26; Jan, Dec. 7; Cardiganshire, Descalion 14; Cyclops, Dardanus, Albany, Josser, 17; Bellona, 21; Oceanien, 24 Homeward Bound:-Port Adelaide, No-

Hesperia, Orion 17; Bellerophon, 21; Melbourne, Brankchweig, 24. THE following athe Orders of the Day The Anadyr, with the French Mail of De- for the next mong of the Legislative Saigon on Satulay, the 1st Jan., at 4 p.m., and m be expected here on or about Sund, the 9th Jan. This Facket brings pplies to letters de-

spatched from longkong on October The Pacific Mail empany's steamer City of Rio de Jarro left San Francisco for Yokohamand Hongkong on the

11th Dec. The Ben Line steper Benglos left Singapore on the ith Dec., and may be expected to are here on or about the 4th January.

The E. & A. S. Co.'s steamship Airlis left Port Dadn on the 28th Dec., and may be elected here on or about the 7th Jan. The Austro-Hungian Lloyd S. N. Co.'s steamer Beret , from Trieste, left Singapore onhe 1st instant, and may

- be expected be on or about the 8th instant The O. S. S. lo.'s steamship Jason, from Liverpd, left Singapore on the 1st inst., an may be expected here on or about 6 8th inst. e Indo-China Steam Navigation Co.'s steamship Migsdny, from Calcutta,

left Singapo on the 2ad inst., and may be expeed here on or about the daily eted at Singapore on the 27th The O. S. S. C's steamship Menelaus, by a ster in the Straits of Malacca. from Liverpl, left Singapore on the 2nd inst., al may be expected here THE Ing Gazette of the 24th ultimo

4th inst., at may be expected here sul n a charge of having murdered a on or abouthe 11th inst. China at Deli. The case has been remango the 29th instant, so that, being The cases whice came before the Police sub it, we refrain from giving full parti-Magistrates to y were all of a trifling nature, and not orth reporting.

in the TheatreRoyal for the benefit of widowed mother a deceased shipmate. WE are request to state that owing to service being lid in the Cathedral on Thursday afterpon next, the weekly practistimes of the 27th ultimo says:

WE remind oursaders of the performance

to be given to-arrow by the Leo Minstrels

Our private adices from Japan show that rive here by the end of the week. The a strong feelig of sympathy has been pany consists of 13 well-known artistes, aroused in fapur of Captain Drake anothe Town Hall. Mr Frank D'Este, well that a determination to ambacribe funds suffown in Singapore, has arrived to make ficient to enale Captain Drake to appeal necessary preliminary arrangements. against the velict and sentence has be

Friday, 7th inant, at 5.30 p.m.

fire brigadespf San Francisco and and after wittessing the drill complime the Brigade on the rapidity with steam was miled on the engines, ciency of the ingines themselves, an Hongkong was to be congratulated of ing such excellent fire extinguishing rials and will trained Brigades.

WE have been requested sto ment of that there will be boats to be say the refrom the Naval Yard to H. 1985. Victor Emanuel for the dance on board that vessel to-morrow afternoon.

WE believe that the notorious Taze Alik has engaged Mr Dennys, of Messrs Dennys and Mossop, with the intention of appealing against Mr Mackean's decision in the case in which he was fined \$50 for gambling. His intention is, we understand, to try and prove an alibi.

WE received the other day a copy of the Christmas number of Der Ostasiatische Lloyd. It contains interesting articles on Chincse and Japanese subjects and a number of very fair wood cuts illustrating scones and life in China and Japan. Attached to it there is also a good portrait of the German Consulate building at Shanghai.

THE Singapore version of the telegram reporting the running down of the Ville de Victoria differs from the Hongkong version in substituting a vessel named/the Calamintha for H.M.S. Sultan It reads :-London, Dec 26.-The S. S. Ville de Victoria sank off the Tagus after collision with the Calamintha. Thirty lives were

Which version is correct, we will not venture to assirm, but we think the probabilities are in favour of the Hongkong

MESSES Melchers & Co inform us that the Norddeutscher Lloyl steamer General Werder, intended for the Japan line to replace the S. S. Statin, left Bremen on Sunday, the 2nd betant, as per telegram just to hand. It would appear from this that the Norddoncher Lloyd have taken prompt measures p meet the possible chances of improve trade between this port and Japan. To General Werder is considerably larger the the steamer now on the line; and whel she arrives here, the Stettin will load for ome at Singapore.

MICHAEL LENAHAN, ias W. Williams, an able-bodied seaman was this morning charged before Capta Thomsett, Harbour Master, by Captain laniel McCorkindale, late chief officer but by master of the British steamer Teviot with deserting from that ship at Saigon. Jenahan had gone on shore at Saigon and ad not returned before the steamer left and had been sent on in another steamer Yesterday he met Sergeant Harkin in se street, said he belong to the steamer ravancore, and asked a passage off to his sp. He was promised this by the Sergeni but when the Sergeant came to the jarf, Lenahan was not there, and he was prwards arrested. The Harbour Master orred Lennhan to be detained in custody the Police until the steamer sails and to be sent on board.

Council, to be h/on Friday next :-1. Mr Chatepursuant to notice, will Whether & Excellency the Officer Administerinhe Government of Hong. kong has reced any instructions from the Secretarf State for the Colonies with regard a Conference to be held in London in all next to discuss the defences of # Empire and an Imperial system of taraph extension.

If so, where those instructions, and what actio oes His Excellency propose to take? If not, not these two subjects of sufficient portance to warrant His Excellence telegraphing to the Home Governm to ascertain if any such instructions on the way or in contemplatical templatical templa

Order to amend the Promissory Oa Ordinance, 1869. 3. To gto Committee on the followan Ordinance to amend Ordina bce No. 8 of 1879 (The Post Office Ordinance,

THE Un States flagship Brooklyin was ultimo h New York, having been passed says : Mr Piepers, alias Mr Dupont, last. The C. N. Co. steamship Taiyuan, from stayin the Netherlands Hotel, has been Glasgow, wato leave Singapore on the arrest the instance of the Dutch Con-

> SAN Straits Times of Monday, the 27th ult Ve understand that the U. S. man ofwater leaves this port on Wednesday or They for Hongkong. She is commission for three years, but has been out lefth one year. Some of her men are indital suffering from injuries caused explosion of a torpedo; they are, Her, sufficiently well to go with the

tice of the Choll Society will take place on Hinger's English Opera Bouffe Company, th has lately been auccessfully playing adia and is now in Penang, is expected lintends performing for a short seepon d is staying at the Hotel de la Paix, propos of the dangers to life from climate

r otherwise in Tonquin a good story is A GENERAL trade of the Fire Brigakoing the round of the papers. Before M. took place its afternoon. Mr Pratt, M. Paul Bert, M. Rouvier was offered the cretary of the California Insurance Corpost, but refused it because he could not gentlemen who is well acquainted with prevail on the Insurance Companies to con-Paccuples, M. Grevy is said to have ex-American citie, was present at the Par claimed; But only think; you will have a salary of £6,000 a year; you will have £4,000 for your funeral, and a pension of £450 for your widow. This way of looking at the matter reminds one of Punch's dime inutive Etonian who, when asked whether he was entering the Indian Civil Service hecause he liked it, roplied to the it's not that you know, but in the Indian Civil fellow's widow gets such a good pension,

the details given.

THE ship building trade seems to be improving at home. The Glasgow Herald of 26th November states :-- Four launches The most important event was at Messrs R. Napier & Sons' vard at Govan, from which the belted cruiser Australia was put into the water. The launch was attended with more than usual interest, for the Australia-the Undaunted-was Also launched vesterday at Jarrow-on Tyne, from the vard of Palmer's Shipbuilding and Company, the christening ceremony being performed by Lady George's The Fairfield Shipbuilding and Engineering Company, Govan, launched a paddb-steamer, which was named the Engelma built to the order of the Zeeland Steamship Company of Flushing for their Outentorough and Flushing service. The third vissel a screw-steamer built for the Carron Omany, and named the Forth, was launchedfrom Messrs A. & J. Inglis's yard at Porthouse, Partick ; and Messrs Barclay, Cure & Co., Whiteinch, launched the Benkeers, a steel screwsteamer, ordered by Messra William Thomson & Co., Leith for their China

THE Straits Times of 12 28th ultimo re-

ports the formal instruction of a new slip dock at Tanjong Boo under the management of Messrs Cupbell and Heard, The ceremony took pla in the presence of most of the Chinese showners of Singapore and a number of th leading European citizens. The Times ss :- The Slip itself is the only one in Scapere. Elsewhere in the Far East, there is to be only one at Manila. In the locadocks pumping and other inconveniences storfere with repairing and overhauling essels. These drawbacks will be absent fin the Tanjong Rhoo Slip, which is 450 fe long by 60 broad; vessels up to 600 tonsurden can be taken on. The Slip dock its meets an acknowledged want. It haseen under construction for a twelve-mon and is very solidly tainable and guarantdite outlast the iron. years, and has been ing a good business | cumstances, when a little to the N.E. distance rivals of every d.

SUPREME URT.

that the only slip elsewh in the Far East

is at Manila. There is excellent slip at

Kowloon Dock, which argely used for

both steamers and sailingssels.

IN ADMIRAY Before Sir George Phillip Chief Justice, with Hon. H. G. Thom, Assessor.) Tuesday, Jat

> Re collision BETW THE 'ESPOIR' AND 'NON!

This was an action raisby M.M. Holm, owner of the Danish mer Norden, against Lieut. Horace Reid es, commander of H. M.S. Espoir, for data done to the former vessel by a collision the Cauton · river. A counter-action was ed; but the actions were consolidated.

Mr Francis, instructed by Wison, of Messrs Wotton and Desconmered for the plaintiff; and the Act Attorney General, instructed by Mrango, Messra Sharp Johnson and okk appeared for the defendant, claim, but there was no separation. taining the counter-claim.

complainant in the counter-claim exonerated from any blame.

Horace Reid Adams is a Lieutel in no European vessels. The pilot was di-H.P. On the afternoon of the 3rd M. labout 6.25 or 6.30, that is S. E. by S.

making a great hole in the side of the shock took place we were going full speed took place on the Clydo yesterday, the total to the North East of the fort on Tiger Norden before the collision. A minute after Island. Immediately after the collision the the collision the Norden came to a stand Norden was brought to anchor and a boat still and anchored. She remained at anchor from the Espoir was sent to her assistance, there about half an hour. We were lookbut it was found that the Norden could, ing to see what dimage we had sustained. proceed to Hongkong without assistance We took our positio. The fort on Tiger and she proceeded accordingly arriving in island was about two ables lengths distant tralia is the first of her type of war vessel | Hongkong about 30 minutes after midnight. on the S.S.E. of the Lorden. We could constructed on the banks of the river. At the time of sighting the Espoir and for not see Bate rock. We set the lead and some time before that the Regulation lights got 10 fathoms of water. Ween we saw the of the Norden were in their proper places other steamer starbo rding ited coming to and burning brightly and they continued us we ported because we wanted to get out to do so during the whole time up to and of the way. We did not stop and reverse after the collision. A proper look-out was then because it would have taken to long during the same time kept on board the to get the headway off the ship. Thouly Norden, a Chinese seaman being on thing we could do was to port the hum. the look-out at the bows, a Chinese If we had gone astern the Espoir would mate and a Chinese pilot being on the speed I expected to pass shead of her clear. bridge. The collision was not in any We were struck just abreast of the foremast way caused by any fault or default a couple of inches from the water-tight comon the part of those on board the Norden partment, and about fifty feet from the but wholly and entirely through the acts bows. There was no apparent danger beand defaults of those in charge of the Espoir fore the other vessel altered her course. in not keeping a proper look-out, in not She was then 400 or 500 yards disputting her helm to port in obedience to tant. After she starboarded nothing could Article 14 of the Regulations for preventing have been done better on our side than collision at sea, in improperly starboarding we did. The collision might possibly her helm, in not keeping on that side of the have been avoided if the other vesse river or channel which was on the starboard | had ported and gone astern, but wit side of the Espoir or stopping and revers. the other vessel going as she did, the colli ing her engines when a collision became sion could not be avoided. We had the imminent. The petitioner therefore hum- regulation lights, a white light on the mastbly prays that the Espair and her command- head, and the red and green side lights ant and crew may be pronounced to be. The channel is about a mile wide. +Ou wholly to blame for the collision and for vessel was drawing between 12 and 13 feet. the loss and damage caused to the Nor- She steers very well in ballast. I only saw den; that it may be referred to the Re- the white light and the red light of the gistrar and merchants to take an account other vessel. The tide was running up at

of such loss and damage, and that the said about the speed of half a knot.

The answer to the petition, after recounting the same preliminary facts as in the petition, went on as follows-On the evening of the 3rd Nov. last the Espoir was going up the Canton river under steam at the built. The ways ansleepers are made of rate of 72 to 8 knots per hour steaming N. billian timber from Sdakan, the best ob- by W. W. by compass which is N. by W. 3 W. true, with her regulation lights duly work of the ways. he firm of Campbell exhibited and burning, and a good look-out and Heard has been existence for over 4 | being kept on board of her. In these cirever since, with evelprospect of its ex- Tiger Island and about 6.20 p.m., a white tending materially nothat the Slip Dock light and subsequently a green light were is fairly started. Burs Campbell and seen about half a point on the starboard ask the officer of the Espoir, who came on Heard may be cordiy congratulated on bow of the Espoir and about four miles off. their enterprising spil which has trans. As the steamer which afterwards proved to formed a sandy wastern a series of works | be the Norden still showed her green light, with plant and applian amply admitting the Espoir was kept steadily on her course. the repair of ordinary egoing craft. The When the Norden which was apparently same spirit applied the management of following a course parallel to that of the or four feet long made in the Norden and profitable not only to emselves, but ad- board bow of the Espair and was apparently staved in. When the Espair altered her vantageous also to the blic. When such | five hundred yards off, the helm of the latter | course I do not think I saw the green light. enterprise is afact Supore will go on was starboarded in order to give the Norden I was in the middle of the bridge when the thriving and flourishin and will always a wider berth, when suddenly the Norden collision took place. The Espoir struck us shut in her green light and showed her red. in front of the bridge. I could not say The Times is, of cout wrong in saying A collision then being inevitable the en. saw the green light then. I saw it after gines of the Espoir were immediately re- the collision took place when the Espoir versed full speed and her helm was put | was astern of us. hard a port. The Espoir under her star- C. H. Davidsen said-I am the master of board helm went off to port only two points. | the Norden. I hold a German and Danish The Norden did not appear to slacken her master's certificate. I was on board on the speed at all, and the Espeir struck the 3rd November last. I have been several Norden on her port bow. The collision times up and down the Canton river. We

took place about 11 N. by W 1 W. of the had on the 3rd November the Chinese pilot fort on the North end of Tiger Island. No. 23 on board. We left Whampon at The Norden was not kept on her 4.30 and I was on the bridge till 6 o'clock, proper course as required by law. I saw the lamps lighted. When I left the A proper look-out was not kept on board vessel was about 7 miles from the North of the Norden. The helm of the Norden was Tiger Island. I did not come on the improperly ported. The Norden did not bridge till the collisi n took place. The stop and reverse her engines when there first I heard was a sound which I found was risk of collision. By way of counter- out afterwards was the mate shouting claim the defendant says that he has suf- | 'hard-a-port' I then heard the whistle fered great damage by reason of the colli- When I came on deck first I saw the Espoir sion, and he claims as follows-Judgment, about 4 points on our port bow about nal against the Norden and her bail for the a ship's length distant. When I had got to damage occasioned to the defendant by the the ladder to go on the bridge the Espoi collision and for the costs of this action; struck as on the port bow. She struck as and to have an account taken of such damage about eighty feet from where I was. with the assistance of merchants. Mr P. J. Elberg said-I am chief officer of the Danish steamer Norden. I have been at sea since 1867. I have a Danish

master's certificate. I have been on the Norden since December 1885. We left Whampoa on the 3rd November in ballast. Mr Francis said there was conter- bound for Hongkong, and subsequently for Wuhu. We left about 4.30 p.m. The tide the answer to the plaintiff's Figureon. | was then at flood. The Norden is 768 tons register. Her length is about 230 or 234 The Chief Justice asked if ibn not feet, and her beam about 29 feet. There be H. M. Government and not form are a master and two mates and a boatswain mander of the Espoir who she black and six A.B.'s on board. About six o'clock that evening we were in the Canton river. Mr Francis said the Captain conline six or seven miles above Tiger Island. H. M. ship ought, he understill be the chief mate, went on the bridge at six the real complainant although his be o'clock. Before that, the Captain had been on the bridge. The pilot and the helms-The petition, which was then, vas man were on the bridge with me. The as follows-The petitioner is thenof pilot was a licensed Chinese pilot, and the the steamship Norden belonging & Dirt helmsman was a licensed Chinese quarterof Copenhagen in Denmark, in a civ master. The lookout was a licensed Chinese the petitioner resides. The North of seaman and was stationed at the bow. The the burden of 1207 tons gross and tols bridge is at the middle of the boat in front net register, and is of the length of feet of the funnel. We were coming down the and of the breath of 30 feet and hand river at full speed, 91 miles, with no sail. of 135 H. P. nominal. The dean We had met several junks coming down by

H. B. M. Navy and is in common recting the course by the land and I gave H.M.S. Espoir, a gun-vessel of 120 in orders to steer by the compass. We were length, 23.5 feet beam with engines70 steering S. S. E. & E. by our compass ber 1886 the steamer Norden left Wha, South, true, I know Tiger Island well. a port in the Canton river, bound on! When I set that course the North East

fit to make her intended voyage. The the steering in the same course and were I neither saw the green or red light when I international rules, and that these would and three sets of gunboat engines of 2,000 den proceeded down the Canton river abut two English miles from the old fort first came on deck. The Espair was right on enjoin tug boats in towing vessels to steam indicated horse-power each. In fact, a few above Tiger Island well over on the swite one, a quarter of a point on the feet from that, the third 30 feet further alt, to avoid, whilst the old law of Siam sends vessels having a collective power of 36,000

A Cornespondent of an Indian contem- H.M.S. Espoir under the command of H. was more than two points on the port side. | cutta shoal and the starboard side of the at once, with regard to the men, the rattan | names, and would content himself by reporary draws attention to the fact that a pa- R. Adams, came in sight. The Espoir was At that time we could only see the lights, river. I should suppose there was only one is used, and with regard to women first the minding them that this was the blat war, which the tenahis were offering to rallel outrage to that lately recorded in the then about 14 points on the port bow of the not the masts of the vessel. Rad the blow, the other damage being caused by the slipper and afterwards the ratios, and the ship, of which 15 have been armoured, ment into a fund which had been inauge account of the recent massacre of the cap- Norden and at peared to be going up the vessels continued on the courses they were Espoir grating along the side of our vessel. culpable persons have to pay heavy sums to making in all a gross tonnage of 107,000 rated under the anapieca of Mr Dillon, for tain and seven of the French river at a speed of about 7 knots an hour. steering they would have passed about a land to was a pilot holding the husband, the wife's property being con- tons, with an indicated horse-power of mutual protection of tenants until their Cape Guardafui, occurred on the 26th Sep- by those on board of the Norden the course 400 or 500 feet. A short time after ments made by the last witnesses with retember, 1862. Two boats' crews consisting of the Norden was altered about 1½ points we steadied our course we saw the gard to the steering of the vessel, of an officer and thirteen seamen belonging to starboard (her holm being ported) to other steamer altering her course. When Mr S. Hansen said he was second engi to a British gunboat the Penguin strange give the Espoir a wider berth, and shortly she did this she was not quite half an near on board the Norden. He spoke as to had her boiler blown up whilst at the coincidence of name and fate—were murder- afterwards the Norden was brought back to English mile distant. We could then the carrying out of the orders to port the mouth of the Patchaburee river. I hear 27 ed at a place called Barcida about twenty her former course and the helm steadied. see her masts and hull. The other steamer helm and as to the lights that were seen. miles from Cape Guardafui. Another cur- The two vessels continued to approach each starboarded her belief and came down toions coincidence is to be found in the cir- other on opposite courses, and when the Espoir wards us. As soon as we saw the steamer row at 10.30 a.m. comstance that at the present time another; was about 500 yards from the Norden and alter her course we put our helm to port; British gun-boat, named the Penguin is broad on the port bow of the latter, the and then when we saw the steamer coming employed, twenty-two years after the occur- Espoir suddenly starboarded her helm and down on us we put the helm hard a port. rence described, on the same coast in com- bore down as if to cross the bows of the I also blew one blast of the whistle and pany with the French man-of-war the Pen- Nord n. A collision then became inevit- shouted out. The other steamer came right gonia. The coast in the vicinity of Cape, able and as the best way of lessening the against us with her stem on the port bow, Guardaful is in occupation by the tribe of shock of the collision the helm of the Nor. striking us at about an angle of 45°. The Meggertheyn, of the Somalis, a wild and den was put hard to pert and one blast of plates of the Norden were bent and a large treacherous race, as might be inferred from the whistle was blown. The Espoir came on hole made in the side above the water apparently, without slackening her speed mark. Some of the head goar of the other and with her stem struck the port bow of steamer was gone. We could see the splinthe Norden about abreast of the foremast, ters on deck. Just a moment before the Norden. The collision took place about astern There was no time for the revers-400 yards to the S.E. of Bate Rock and ing of the engines to have any effect on the

H. R. Adams and the Espoir may be con- | Cross-examined :- When we passed the demned therein and in costs; and that the | barriers I was on the bridge watching that petitioner may be dismissed from all fur- the vessel was well steered. I went on the ther observance of justice in the counter bridge at 6 o'clock. The distance between Whampoa and Tiger island is about 25 English miles. The Captain came on the bridge at the moment the collision tool place. I blew the whistle. It would take three minutes to stop the ship. I saw the light first through my glass. I then showed it to the pilot, and shortly after the lookout man called out. Had we reversed our engines when the Espair changed her course. we would have stopped the way of our yessel a little. After the collision the Espoir hailed us and asked if we wanted any assistance. I did not see the green light of the Espoir. I did not hear the Captain board the Norden after the collision, whether their lights were burning, and I did

not see the officer point out the lights.] was bush with the boats. By the Court.—There was one hole three the Sli Dock will astedly yield results | Espoir bore about two points on the star | several small holes where the plates were

could see the starboard side of the Espoi: when I came on deck. I could not see the green light. The Espoir struck us at about an angle of 50°. I did not hear any signal to the engine room, but when I came on the bridge the engines were reversing. The helm was hard-a-port. The Espoir was in contact with us about 15 minutes. We were still going a little ahead and the Espoir was going astern. After the Espoir was clear of us, I put the helm hard to starboard, stopped the engines and let down the anchor. We were about two cables length from the fort on Tiger Island which lay S. or S. by E. of us. The Espoir then came up to us right astern, a little perhaps on our starboard quarter, and asked if we wanted assistance. She did not steam round us. We remained half an hour at anchor. I do not think the Espoir anchored while we were thore. All the damage was above water. A big hole was made in the plates and frames. The Espoir struck us in four places, the aftermost blow being near the after hatch about 50 feet from the stern. The Espoir sent a boat to us. An of the accident, and I said I did not know, he could go round and see. He said no-

thing about how the accident happened. Our lights were taken in, as we were at anchor, but I asked the officer if he wished to see them. They were lying on the deck.

clear moonlight night. About helf-past effection and about an English mile distance of a little later the husband being abroad on those of H.M.S. Leander, drethusz, and about the husband being abroad on those of H.M.S. Leander, drethusz, and the husband being abroad on those of H.M.S. Leander, drethusz, and the husband being abroad on those of H.M.S. Leander, drethusz, and the husband being abroad on those of H.M.S. Leander, drethusz, and c'clock or a little later the whitemast-headut! There is no clock on the bridge, but look what course the vessel was steering government business has bad his case con. Phospin. He would ask them to drink government business has bad his case con. Phospin. He would ask them to drink light of a steamer was sighted by those others one below, which can be seen from when I left the bridge at six o'clock. The duoted by the department to which he heartily to the success of the Australia, and board the Mordan and later at all later at all and arothesed the hone that she might be a board the Norden nearly right shed, about a large. When I saw the red light I Chinese pilot was on board and I left the belongs, his wife being a rich lady of about expressed the hope that she might be a and apparently about the words we dore to port a little to give more steering to him. I had one man at the 40 years of age, and the co-respondents five worthy successor to an illustrious series of and apparently about three miles distantion we went off the course about a point wheel. That is quite enough going down in number, young men of good family each warships which had gone before and been bers of the House of Commons, have been landed from their ward. (Youlause:) arrested at Longhrest while engaged in con-

The case was then adjourned till to-mor-

IN SUMMARY JURISDICTION (Before Mr Justice Russell,).

RANGEL C. EGA DA SILVA, -\$120. Judgment was given to-day in an action brought by Mr J. Rangel against Mr. A. A. Eca da Silva foe \$120, amount of commission at 1 per cent. on \$21,000, the purchase price of several houses in Peel Street sold through the intermediary of Mr Ran- building trade, but by the general public. gel to Mr A. Aquino. There appears to The Australia is one of five belted cruisers have been some dispute about the back ordered in April, 1885. The building of lot at the time the houses were transfer- two of them—the Australia and Galatca red, and Mr Silva said the plaintiff ex- was entrusted to Messrs R. Napier & Sons, pressed his willingness to forego his com- Govan, other two-the Orlando and Unmission on the understanding that he was | daunted-were | ordered | from | Palmer's | to get the brokerage on the sale of some Shipbuilding and Iron-Company (Limited). property in Mosque Terrace. Mr Silva, Jarrow-on-Tyne. The fifth was ordered however, had no evidence to prove this from the Earle's Shipbuilding Company, subsequent agreement, and His Lordship Hull. the amount with costs.

SIAM NEWS.

(From Straits Times' Correspondent.) British subjects.

dancing, theatricals, singing, &c., under the stand and the race course were all that herself was beyond the enemy's fire. race, Throwing the Cricket ball, Pony hur- vided into about 130 compartments or cells. issued in X offi ers in the Army, will be dle race bareback, One hundred yards The engines and steering gear are all under race, Pony race flat 600 yards, Dog Cart | the water line, and are protected from debris splendidly; of course some small mistakes tending the whole length of the ship. showed that there is material both in men armour belt of 10in. thick, steel-faced, ness has replied that hellis Royal Highand horseflesh in Bangkok as well as strongly supported by teak and steel back- Imperial Majesty, the El consult His interest in sport even amongst the Siamese ing, and capable of resisting a shot or shell Gentry, of whom some took an active part from loin, guns: in the races The interest in, and pursuance of manly sports will have a good effect | made the company of guests adjunraed to | ture. upon the Siamese, and no doubt we shall the moulding loft in the yard, where cake see by and by many a fine fellow in the and wine was sorved. Mr A. C. Kirk, the arens. After the races a splendid dinner | head of the firm of Messrs Napier and Sons, | didate for the Bulgarian throne, is consideat the race course provided by the Oriental occupied the chair, and proposed the usual red probable. Hotel, kept the members for some hours, loyal toasts. December and January are always levely Mr Kirk, in proposing the teast of Sucmonths in Siam, the weather clear and cool, | cess to the Australia, said the ship they

sometimes as much as \$24.000.

The news of a sad accident reached this a few days ago; one of the small Siamese men were killed and 16 wounded.

LAUNCH OF WAR SHIPS AT GOVAN AND JARROW. H.M.'s belted cruiser Australia, built by Mesers Robert Napier & Sons, Govan, for

the British Admiralty, was launched on 25th Nov., sliortly after noon from Messrs Napier's yard at Govan. The event was one of considerable importance, as the vesse was the first of the class seen on the Clyde, and great interest was manifested not only by gentlemen associated with the ship

feet in extreme breadth, and 37 feet deep has two iron decks with a teakwood deck Coast. The British Political Agent from ordinary circumstances will be 19 feet, and at this draught the displacement will be 5,000 tons. This may at times be increased The small British community of Bangkok to 6,000 tons when a full supply of coal is ships, while the crew are berthed forward gunboat Penguin. seems to be greatly agitated. A number of shipped. When in the normal fighting in the topgallant forecastle. She has a cut-British Residents appear to be on the war | condition, with guns, ammunition, stores, sailor being at the wheel and the chief; have come right into us. By going full path with H. B. M.'s Minister and Consul- and coal, and everything on board included eneral about a yearly registration fee of | in the 5,000 tons displacement, we underth ticals, viewed by them in the light of a stand the Admiralty expect a speed of 18 x, and jokingly called by Siam so knots per hour; but when the trials are and overs 'phuh phi,' the name of the made on the Clyde, the ship being then Siamese coll-tax on Chinese. How the without guns, ammunition, stores, or a full Consular the state quantity of coal, the speed may reached 19. will be about 1,500 L H. P. Her steam workable I not understand at all; for knots. The engines to be fit ed on board, windlass, steam-steering gear (by Muir & instance the journey between Bangkok and and which have been designed by the Caldwell), steam winches, water ballast Cheangmai takes by native boats about 2 Messrs Napier, are of the triple-expansion arrangements, &c., are all of the most approved description for the efficient work-British subjects who happen to live half dicate 8,500 horse-power, the working ir of some 5 weeks to show gir faces either in the Consulate at Bangkon r Cheangmai, asked for the vessels of this class, comand to pay their two ticals. X neeting was held by some 3! British born residents, and a committee was elected to intere into as an alternative scheme, to fit triple.

A narew Aractean, Jun., or problems. Avenue, Partick, and was thereafter towed to the harbour to be fitted by the builders with her machinery. satisfied with the views of H. B. Mg took to develop 8,500 horse-power, and satisfied with the views of H. B. MS that without taking up any more room in Minister and Consul-General expressed at the ship or increasing the collective weight an interview, the contrary has been the the machinery and coal. The Admiralty day, largely attended also by Asiatic born the this proposal, and carried it out in will ber ships of the class. The result Another event to break the monotony of knot per increase the speed by about a that it has been resolved to reduce the speed life is the starting of an Associal sumpel appropriate the speed by about a that it has been resolved to reduce the speed life is the starting of an Associal sumpel. Appropriately, whilst less coal will be con- Egyptian standing army to ten thousand Bangkok life, is the starting of an Associa- sumed. Arr, whilst less coal will be con- Egyptian standing army to ten thousand tion for Sports of all kinds, including ed multitubuloilers are of the double-end. Inen, and the British army of occupation flues. The art type, and have corrugated to five thousand men. In reply to a quesname of the 'Bangkok Gymkhana Associa- very long range in. Armstrong guns, Drummond Wolff is going to Constanmuch indebted to the president. Colonel on central pivot Vavage class, all mounted | timople, Lord Iddesleigh has replied that M. Walker, and other members of the 6 pounders, and eight mountings, eight nothing has yet been decided in the matcommittee such as Count Kergaradec, Rev. firing guns; also six gunders—quick- ter. W. Green, J. Marrable and others, for this tubes. The two striking edo impulse institution and the zeal and interest they are findoubtedly her high speracteristics C. A. Stephenson, Commanding the Forces have exhibited. Already, on the 11th in. | length of gun or range of fire. Tind great | in Egypt, has sent to London, for approval. stant, the first sporting meeting took place | ties would generally enable her to bquali- details of the impending reduction in the at Wat Sapatome, a distance of some four an enemy, or to avoid one altogether take Army of Occupation in Egypt according to miles from town; it was surprising what heavy metal for her; or using her go which it is intended to have only a small the said gentlemen of the Committee speed, she might keep the enemy within achieved within two weeks time; the grand | the range of her big guns while she

could be desired for temporary use at first. Every safeguard has been adopted to The Programme contained Rifle shooting, shield her from the enemy's fire and to Putting the shot, High jump, I'ony hurdin prevent her from sinking. She is die promotid Warrant, revising the pay and race 1 mile, Long jump. All went off or dropping fire by 2in, thick steel deck ex. occurred, but on the whole the meeting water-line of the ship is perfected by an Gotha, who is now heard of Saxe-Coburg

After the launch which was successfully Czar of Russia will approve of hisand the

the early mornings even fresh; visitors had just seen launched was a most formidfrom Singapore should choose this season able addition to the British Navy. It was for a recreation trip; the New Oriental a matter of congratulation to the country Hotel will be ready in about a month or so; that a private firm should be able, without and we will be able then to boast of an anyeffort whatever, to advance such a vessel Hotel far eclipsing your Hotel de l'Europe. | to this stage of completion, including the On the 14th of next month we shall have | testing of 132 separate water-tight compart. here extensive festivities, the eldest Chow | ments and the working in of 500 tons of Fa (son of H. M. the King and a Princess) | armour-plate, in about 20 months. (A will be proclaimed Prince hereditary. In plause.) Had it been necessary it could about a fortnight the cremation of a prince | have been done in less time. The building who died at the age of about 15 months of these ships just now had been most will take place. Such ceremonies extend opportune. The country had had the always over several days and the prepara. advantage of the low prices prevailing at a tion for them go on for months and at con- | time of severe depression like the present siderable expense too, according to rank. The building of these ships, too, had been a great and much appreciated boon to the Last week a small dellision case was de- working people of Glasgow and Govan. cided in the Siamese Naval Court between [Hear, hear.] Our Admiralty in preparing the Siamese S. S. Sportsman, having in tow | the design had succeded in combining the a sailing vessel, and the S S. Samat; a conflicting qualities of a war ship in a rare small steamer, or more properly launch, 56 | degree-offensive and defensive power, a feet long; the former coming up the river large range of action, with a high rate of against a strong obb tide, and the latter speed. (Applause.) At the same time they going down the river with favorable tide. must not conceal the part they had contribut-The damage done has not been con- ed to this latter and most important quality | tions between Russia and Germany, re-

siderable. The decision went against the in a modern war ship by the improved S. S. Sportsman; the most interesting machinery they had been able to introduce. point in the judgment of this Siamese As designed and specified, the engines connect Germany and Russia, and that Russia Court was that the Sportsman was found | were to be of the ordinary compound type | respects Germany's special interests; and it according to International law on the of 7,500 h. p. He need not repeat how the feels assured that Germany respects here in wrong side of the river. Two years ago, success of the triple expansion engines in Bulgaria; in conclusion the article hopes in the British Consular Court in the case troduced into the Aberdeen, and which that Germany's influence will be solely of the Siamese tug Simdon vers, the Bri- were so pluckily adopted by the owners, directed towards the maintenance of peace, tish S. S. Ban Yong Seng, the Simoon Mesers, G. Thompson & Co., had re- which the Czar and his people are earnestly Amoy 30:14 66 73 NR 4 0 having tept the same side of the river as volutionised the mercantile marine (Hear, the Santsman was found to be on her hear.) He only alluded to this because it right the of the river. If the assessors was through the experience gained in the in both cares (all experienced navigators | Aberdeen and subsequent vessels that they of England has raised its rate of discount | Wi ostock | 29.89 1 | will 3 | c officer came in the boat. I met him in the of this river) are of so widely different opi. were able to show to the Admiralty that by to five per cent. Large withdrawals of gold and it is only to be wondered that collisions | thousand horse-power could be added, America are expected. A panic took place are of such rare occurrence. But at all making the power 8,500, without sacrificing yesterday on the New York Stock Er- Hongkong 30.14 62 77 E 3 0 events something ought to be done to get any of the other qualities of the ship. So change, rules for navigating this river which can impressed were they with the importance be understood by all concerned, natives of this that the engines were introduced in as well as foreigners, and in drawing up the other ships of this class building else-Cross-examined-We generally pass about such regulations the pilots and tug boat where. (Applause.) He assured those age for Wuhu, there to load cargo a point of Tiger Island was right ahead. We a cable length or two off the Bate rock captains should be consulted as having the present it was with no small satisfaction, he from the effects of the fall. charter and return to Whampon. The vere then about four English miles off. We and Tiger Island. We could see Tiger best experience about navigating this river, referred to this, and he might be pardoned. den was inelight trim when leaving W tended to pass the island as close as pos- Island a good way off that night. We could I heard the opinion expressed that at for adding that they had completed, also pon and was tight, staunch and st sple keeping Bate rock on the starboard not have been further off then I said from several short bends of the river it would be for warships, one set of triple-expansion well-manned and found and in every rel sile. We saw a light at 6.40. We were Tiger Island when the collision took place. quite practicable to navigate according to engines of 12,600 indicated horse-power. wards the Bocca Tigris, and about its of of Tiger Island. We had not passed us. I saw a lot of lights. The first blow was against a strong current about the half weeks ago they had at one time in their and praying Her Mujesty the Queen to the same evening was some 7 or 8 m Ble rock. The light was a bright about 50 feet from the bow, the second 30 distance up river in places which they like works triple-expansion engines for war appoint a competent Governor in his place. board side of the channel. S.S.E. I E. pol bow. I looked at the white and the fourth about 50 feet from the stern. all craft going whom the last hour of fixed against the last hour of fixed against the last hour of fixed against the tide near the border of the were now an indispensable adjunct of fastrunning up at the rate of about helf a kinnethite light L judged the distance of the We perhaps went a few ships' lengths ahead Liver, where the tide is less felt.

the L.N.E. or thereabouts. It was a finite ed light was about a point on the creaminutes to stop the ship's way a been before the public for the last few for H.M.S. Miranda, and subsequently in those of H.M.S. Leander. Arethuszus and

course of a month or two.

Tyne, on 25th Nov. to witcess the launch | accused. of Her Majesty's ship Undaunted, a belted cruiser, and a sister ship to the dustralia launched on the Clyde the same day. Tho vessel is 300 feet long, 56 feet broad, and force of four hundred and fifty thousand 37 feet deep, whilst her displacement is men for three years only, rejecting the 5,000 tons. Her indicated horse-power is Government demand of four hundred and 8,500, and her speed 19 knots.

NEW STEAMER FOR THE CHINA TEA TRADE. On 25th November there was launched

from the building yard of Messrs Barclay, Curle & Co. (Limited), at Whiteinch, handsome steel scrow-steamer for the Ben Line, belonging to Messrs Wm. Thompson & Co., Leith. These steamers have long been favourably known in the China toa trade, and the new steamer promises to be a successful addition to their fleet. Her dimensions are $-310 \times 33 \times 25$, and she will held that the plaintiff had carned his com- The Australia, like her sister ships, is She has been built to the highest class at | ed the French flag at Dongarita, part of mission. He therefore gave judgment for 300 feet long between perpendiculars, 56 Lloyd's, and in excess of their rules; and the British Protectorate on the Somali on the top of the upper one. Her cabin Bulbar, with a party of 25 men. subaccommodation, which is comfortable and sequently went to remove it. Two French airy, is in a full poop aft. The officers' gunboats have since left Aden for Doncabins are under a large bridgedeck amid- garita. They were followed by the British water bow, with carved figure-head and triad boards, which gives the vessel a smarter and more tasteful appearance than with the ordinary straight stem. Her engines are of the triple-expansion type, to which steam will be supplied by two steel ing of the ship. As the vessel began to move off the ways, she was christened the Benkievers in the customary manner by Mrs

> LATE INDIAN TELEGRAMS. (From Rangoon Gazette.)

THE REDUCTION OF THE EGYPTIAN ARMY. London, 14th December.—It is stated

. London, 16th December. - General Sir F. British force, south of Cairo. Five battalions are considered a sufficient force, in By of the proximity of Cyprus and Malta, Rese of emergency.

A ION IN ARMY PAY AND PROMOTION.

Vienna, 14th ONE OF BULGARIA. Deputation has Sember. -The Bulgarian The garia to Prince Feed the Crown of Bul-Joseph of Austria, in the mayor Francis is believed that both His Male though it

The rejection by the Czar of A Ferdinand of Saxe-Coburg-Gotha, as a co

THE GERMAN SQUADRON. Zanzibar, 14th December, -The German Squadron arrived here to-day.

Paris, 14th December.—It is believed here that the Cabinet formed by M. Gobletwill be but short lived.

DILLON'S TRIAL London, 15th Dec .- In the Queen's Bench Division of the High Court of Justice, Dublin, the charge against Mr Dillon, M.P. for having delivered intimidatory speeches, was tried yesterday. The Judges having declared that the plun of campaign advocated by Mr Dillon was illegal, the Court held that the language used by defondant, in his speeches, was an incitement to resistance against the law, leading to disorder and violation of contracts. The Court ordered Mr Dillon to give security for his good behaviour for twelve days (mouth?) £1,000 himself, and to find two securities of £1,000 each, in default of which six months' imprisonment.

RUSSIA AND GERMANY. St. Petersburgh, 15th December.—The Official Messenger, in an article on the relabukes the Anti-German feeling which prevails in Russia, and says that vital interests

BANK RATES IN ENGLAND. London, 16th Dec., noon.—The Bank Nagasaki. 30.23 - - A ACCIDENT TO ADMIBAL HORNBY.

London. 16th Dec .- Admiral Sir G. I Bornby has been thrown from his borso on the hunting field, and is lying senseless | Wl'ostock, 30.11 4 50 - 4 b AFFAIRS IN NATAL

Durban. 15th Dec. -Extreme friction Natal Council. Notice of a resolution has been given in the Council that the Governor

THE ARMIES OF EUROPE. Berlin. 11th December. - Lieutenant-General Bronsert de Schellendorff, Ministor of War, stated in a Committee of the Reichstag on the Army Bill, that France and Russis had five millions of men 100. available, while Germany had two millions and Austria only 800,000 men.

THE NO-RENT ACITATORS. A few minutes later the red light of this a mute and then went on the same the river as the vessel turns very quickly. He would not detain them by a list of ducting the collection of rents on the provessel, which afterwards proved to be use When we steaded, the red light By the Court—I passed between the Cul- In such cases if the truth is not forthcoming. He would not detain them by a list of queting the expection of rents on the pro-

logitimate demands were granted by the Thesister ship to the Australia- Galatca' landlords. The prisoners were afterwards -building in Messrs Napier's yard, is in a taken under a strong escort of constabulary forward state, and will be launched in the | before a Magistate; and charged with having conspired to obstruct the payment of rents to the landlords, and were remanded, There was a large wathering at Messrs hall being accepted. The police have seized Paimers' Shipbuilding Yard, Jarrow-on- the money which has been collected by the

THE GERMAN ARMY. Berlin, 16th December.—The Committee of the Reichstag has voted a peace effective sixty eight thousand men, under a system of Military Septembate according to which the Military Organization of the Empire had been fixed since 1874, and which expires in 1888.

THE WIDENING OF THE SUEZ CANAL. Alexandria, 16th December. -- Mr Stokes and M. Charles Lessens have arrived here. with a view of communcing works in connection with a scheme for the widening, of the Suez Canal.

THE FRENCH FLAG HOISTED IN BRITISE

TERRITORY.

THE BULGARIAN DEPUTATION. Berlin, 16th December, -The members composing the Bulgarian Deputation, to explain the condition of Bulgaria to the various Courts of Europe, have arrived here; they have been received by Count Herbert Bismarck, who counselled them to accede to the wishes of Russia.

NOTES FROM BURMAH. Mandalay, 16th Dec. -The force in Burma ceases to be a Field Force at the end of February.

On the departure of Sir Frederick Roberts, the command falls to Madras. General Arbuthnet, on returning from England, proceeds to Mandalay, to assume the Divisional Command of Upper Burma. Lower Burma remains intact.

> Quotations. Hongkong, January 4.

OPIUM-New Patna, cash, ... 5122 to 515 New Benares, cash, .. 4921 to 495 New Malwa, cash,..... 500 Allowance, Taols 32/48 Old Malwa, cash, 520/40 Allowance, Taels 48/80 Persian. Oily, cash ... 370/420 Allowance, Taels 16/32 Persian, Paper tied... 400/485 Allowance, Taels 48

Erchange. Honorone, January 4. ··· 3/3# a 3/3# ... On demand. 30 days' sight. 4 months sight, Documentary, 4 months' sight, 3 42 In Paris—, On demand, ... 4.18 Credits, 4 months' sight, ... 4.29 On New York-On demand, 81 Credits, 60 days' sight, On Bombay— On demand, On Calcutta-On demand, ... On Shangha ---On demand, 39 daya sight. Gold Leaf, 100 fine

Sovereigna, Temperature. Non at Messrs Falconer & Co. Premises, Unen's Road.) 9 л.н.... 30.120 4 P.M. Do. Maximum Do. Minimum over nik METEOROLOGICAL REC AT 4 P.M. TO-DAY.

Barometer : 30.00 Temperature 62 Humidity 81 Direction of Wind . R. Force : Hongkong Observatory, January 4, 1887.

CHINA COAST METEUROLOGICAL REGISTER JANUARY 3,-AT 4 P. M.

Manila..... 29.92 83 | 61 Haiphong, 29.79, 72 Hongkong 30.03 62 80 E 6 b Haiphong. 29.97 71 - 2 -Amoy 30.20 59 82 NE 1 0 Foochow.

Shanghai. 30.33 40 95 NE 3 Nagasaki. 30.32 - N 3 -The barometer has fallon but gradients for N.E. winds continue steep. The tem-

perature is moderate, the humidity comexists between Sir Arthur Havelock and the paratively high and cloudy weather prevails. W. DOBLECK. Government Astronomer. Hongkong Observatory, January 4.

I. BAROMETER, reduced to 82 degrees Fahrenneit, and to the level of the sea in inches, tenths and hundredthe. 2. TEMPERATURE, in the chade in degrees. Fabrenheit. 3. HUMIDITY, in percentage of saluration, the

hamidity of air saturated with moising being 4. Direction of Wind, to two paints, 5. Fonos or Wino, accerding to Beautort

6. STATE OF WEATHER, & 10 tached clouds, d drizzling, rain, hhaii, ! lightning, o averaget, p of

q equalir, r rain, s snow, e thund w dow (wet). 7. Rate, to inches tenths and

SHIPPING IN CHINA, JAPAN

AND PHILIPPINES

Waters.

WHAMPOA.

AMOY.

In port on December 22, 1886

Chinese

British

British

British

Chateaubriand Brit. boo.

Faugh Balaugh Gr. 3m. sc.

Oscar Mooyer Ger. bqc.

MERCHANT SAILING VESSELS.

Ger. sch.

Ger. bae.

Br. 3m. sc.

Ger. sch.

Ger. bqe.

FOOCHOW.

MIRCHANT STEAMERS.

London, &c.

Hongkong

H'kong, &c.

Chefoo, &c.

Hankow, &c.

boe. Laid up

London

In port on December 18, 1886

British:

MEBURANT SAILING VESSELS

Brit. / sh

Ger. / bge.

Amer. sh.

SHANGHAI.

In port on ecember 23, 1886

MEBUANT STRAMERS.

lench

litish

Litish

litiah

litish

Grman

Btish

Gman

Btish

Cnese

Biigh

Chese

Chese

Cliese

Brsh

Chese

 \mathbf{Brsh}

Brsh

MERCHANT STEAMERS.

str. Shanghai

str. Hongkong

str. Shanghai

Brit.

Meefoo

Peking

Taiwan

Chin-tung

Euphrates Wenchow

Carl Bohn

Daniel

Galveston

L'Avvenire

Glaucus

Coriolanus

Johanna

Wagrien

Amazone

Chingtu

Cito

Chungking

El Dorado

Fungshun

Fuh-wo

Fushun

Ghazee

Hae-an

Hae-shin

Hangehow

Hasting

Ichang,

Ingeborg

Kiang-Kwan

Kiang-piau

Kiang-yü

Kiang-yung

Kung-pai

Lee Sang

Nanzing

Poo-chi

Surat

Taku

Shanghai

Tientsin

Too-nan

Yuen-wo

Yehsin

Tokio Maru

Newchwang

Kung Wo

Fried. Krupp

Cos'tan Dock

K'loon Dock

Yokohama & Kobe 6th inst.

Kobe & Yokohama 6th inst.

Victoria

Portland, O.

London, &c.

New York

New York.

Honolulu

Cuptain.

Captain R. Blair Maconochie

Capt. Robert Hastings Harris

Lieut, Com. H. H. Boteler

Lieut.-Com. H. R. Adams

Lieut.-Com. D. L. Dickson

Captain Chas. J. Balfour

Commander W. Marrack

Lieut.-Com. W. M. Maturin

Commander H. J. Robilliard

Commander W. U. Moore

Captain Arthur H. Alington

Commander A. C. B. Bromley

Kobe

In reserve

Hongkong

Hongkong

Hongkong

Manila

Chefoo

Singapore

Singapore

Hainhong

Yokohama

Haiphong

Baiphoug

Haiphong

Yokohama

Singapore

Chemulpo

Shanghai

Haiphong

Singapore

Hongkong

Singapore

Nagasaki

Japan .

Macao

Canton

On a oruise

Haiphong Vladivastock

Vizdivostock

Canton

Coroa

Kobe

Kobe

Port Hamilton

Where at.

Captain R. G. Kinahan

Commodore Morant

Captain Orford Churchill

Lieut.-Com. Chas. K. Hope

Captain

Captain D. E. Zulnaga

Lieut.-Commander Noirot

Captain de Montesquon

Captain de Barbeyrac

Commander H. Glass

Commander Moltsoff

Commander Rötger

Captain Bendemann

Captain M. Buge

Captain F. Grevalt

Captain Krautz

Commander Sucurieff

Commander Boyle

Captain Gildebrandt

Captain Joeselike

Commander Molchoneky

Captain Avila

Osptain Dupuis

Lieut. -Commander Fouet

Commander Merrill Miller

Capt. Thos. O. Selfridge

Lieut. Com. Thomas Nelson

Lient.-Commander Poidloue

Lieut.-Commander Lapevrere

Commander Rupe

Captain Aschmann

Captain Le Gorres

Captain Kuhm

Captain Duval

Captain M. J. Dunlop

Captain A. T. Powlett

Captain L. C. Keppel

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Imperial, Dictionary, contains all Chinese a packet containing any partially written characters in practical use, and while alpha- paper, it will not be charged less than 5 netically arranged according to the sounds | cents. of the oldest dialect of China, the Canciation of all-characters explained in the Return Receipt on paying an extra fee of book, so that its usefulness is by no means | 5 cents. serve the purposes of a philological guide inches.

A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, will be published and sold

separately. LANE, ORAWFORD & Co. Hongkong, January 15, 1883.

WASHING BOOKS. (In English and Chinese.) WASHERMAN'S BOOKS, for inc use of Ladies and Gentlemen, can now be had at this Office. -Price, \$1 each. OHINA MAIL Office

Intimations.

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH MORNING STAR

Runs Dathy as a Ferry Boar between Peddar's Wharf and Tsim-Tsa-Tsui at the following hours:-This Time Table will take effect from the 21st October, 1886.

WREK	DAYS.	SUNDAYS,					
	, Leaves H.K.		ou. Leaves II. k				
6.00 д.м.	7.00 A.M.	6.00 A.M					
8.00 ,,	8.25	7.30 ,,	8.00 ,,				
8.50 ,,	9.15 ,,	9.00 ,	10.15 ,,				
0.40	10.20*,,	10.30	10.45 ,,				
10.40%	10.85	11,00 P.M					
17 15 "	10.05 ,, 12.25 P.M.	10.05	1.15 P.M				
	1.00	1.05	H 65.5				
12.45 г.м.			0.55				
1.25 ,,	1.55 ,,	2.25 ,,					
• 2.20 ,,	2.55 ,,	3.25 ,,	3.55 ,,				
3,25 ,	3.55 ,,	4.10 ,,	4.25 ,,				
4.10	4.25 ,,	4.50 ,,	5.10 ,,				
4.50	E 10 ''	5.25 ,,	5.40 ,,				
	5.40		0.35				
5.25 ,,	, ,	,,	0.45				
5.55 ,,	6.15 ,,	6.30 ,,	0.40 ,,				
6.30	6.45 ,,	7.00 ,,					

There will be no Launch on Monday and Friday, on account of coaling. The above Time Table will be strictly adhered to, except under unavoidable cir-· cumstances. In case of stress of weather. due notice will be given of any stoppages.

F. THE CHINESE MAIL. THIS paper is now issued every day. and generally within twid y the Contract

The subscription is fixed at Four delivery should be re' Dollars per annum delivered in Hongkong, or Ten Dollars Forty Cents including postage to Coast ports. It is the first Chinese Newspaper ever · issued under purely native direction. chief support of the paper is of course from the native community, amongst whom also are to be found the th.

guarantors and securities necessary to place it on a business and legal footing. The projectors, basing their estimate • upon the most reliable information the various Ports in China and Jo Penang, Saigon, and other places fre justified the Chinese,—consider themse-increasing in guaranteeing a large and offered to ad-

to a paper of this descrip- General, as he may consider necessary, and tion—condud anti-obstructive in tone— | be inserted in such Pattern Packets. progressirmitless. It on the one hand is almos Chinese belief and interest, comm the other it deserves every aid wh can be given to it by foreigners. to English journals it contains Editorials,

with Local, Shipping, and Commercial News and Advertisements. Subscription orders for the above may be

sent to •

GEO. MURRAY BAIN, China Mail Office.

CHINA COAST METEOROLOGICAL REGISTER.

JANUARY 2, —AT 4 P.M.

	9 ALI C1C				,		
station.	Barometerred. to sea level and 32 ° Fht.	Temperature	Humidity.	Direction A	Force, P	Westher.	Rain during previous 24 br.
Manila			72	ssw	1	c,	
Haiphong.	30.40	71		E	<u> </u>	C	
Hongkong	[30,00]	60	93		4	՝ Ե	 —
Amoy	30.08	65	73	E	3	·C	
Foochow	\ \		ļ· <u>—</u>		·	·	
Shanghai	30.16	48	78	NE.	4	0	·
Nagasaki	29,97	—		.N	3	! .	
Wi'ostock.				NW	5	b	
JANUARY 3.—AT 10 A.M.							
Manila			80		<u> </u>	o	—
Haiphong.		—	, ·—		<u> </u>	.—	
Hongkong	30, 17	63	75	ENE	4	.0	<u>-</u>
Amoy	30.26	6 L	82	NE	2	Ç	<u> </u>
Foochow]· —	-	-		-		l
Shanghai	30.37	44	76	NNE	2	ъf	
Nagasaki	30.25	_		N	3		 .
Wiostock.	129.88	.1	50	NNE		b -	

The barometer has rison and gradients from China which are liable to duty are are steep for N.E. winds. The temperatureis moderate, the humidity comparatively high and overcast weather prevails. W. DOBERCK.

Government Astronomer, Honokong Observatory, January 3.

1. Barowetze, reduced to 82 degrees Fahren- address as that of the Parcel itself, or anhait, and to the level of the sea in inches, tenths and hundredths. 2. Temperature, in the shade in degrees.

Fahrenheit. 3. Humidity, in percentage of saturation, the humidity of air saturated with moisture being 4. Direction or Wind, to two points.

5. Force or Wind, according to Beaufort 6. STATE OF WHATHER, b blue sky, c detached clouds, & drizzling, rain, f log, g gloomy, A hali, I lightning, o overcast, p passing showers, equally, r rain, s snow, t thunder, o visibility, dew (wet).

Rain, in inches, tenths and hundredths.

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\$10, in certain cases, provided :-In the following Statements and Tables the Rates are given in cents, and are, for Letters per half ounce, for Books and

Patterns, per two ources. Nowspapers over four ounces in weight in a reasonably strong envelope. are charged as double, troble, &c., as the case may be, but such papers or packets of Postmaster General of Hongkong immedipapers may be sent at Book Rate. Two ately the less was discovered, the envelope Newspapers must not be folded together as being invariably forwarded with such applione, nor must anything whatever be inserted eation unless it also is lost. except bond fide Supplements. Printed matter may, however, be enclosed, if the fied that the loss occurred whilst the correswhole be paid at Book Rate. Prices Cur. | pondence was in the custody of the British rent may be paid either as Newspapers or Postal administration in China, that it was

Commercial Papers signify such papers, sonder, by destruction by fire, or shipwrock, A Reduction of ten per cent. will be as, though Written by Hand, do not bear nor by the dishonesty or negligence of any allowed to purchasers of Ten or more copies. | the character of an actual or personal correspondence, such as invoices, deeds, copied This Standard Work on the Chinese Lan- music, &c. This charge on them is the same guage, constructed on the basis of Kanghi's as for books, but, whatever the weight of

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The limit of weight for Books and Comthe whole Written Language of China, an- | 4 lbs. | Patterns for such offices are limited | cient and modern, as used all over the to 8 omees, and must not exceed these Empire, whilst its introductory chapters dimensions; 8 inches by 4 inches by, 2

> Countries of the Postal Union. The Union may be taken to comprise all civilised countries except the Australasian and Capo Colonies.

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Registration, 5 cents. (d) Via Singapore, 10 cents. (c) Between Hongkong, Canton, and Macar

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&c. can generally be 2. Invitation Victoria at the private delivered wit addressees rather that at places old by the sender, otherwise all

be expadence is invariably delivered at l corrarest place of business. brs. Dividend Warrants, Invitations, Cards. . Sc., all of the same weight, to addresses in ! Hongkong, Rangkok, or the Ports of China, may deliver them to the Post

from Australia, California, Singanted by Office unstamped, the postage being then charged to the sender's account. Each batch must consist of at least ten. 4. Boxholders may also send Patterns circulation. The advantually great, and to the same places in the same way. Envertisers are therefore jenerally will find | velopes containing Patterns may be wholly | Half Hour, ... 10cts. | Two Hours, ... 25 cts. the foreign communiavail themselves of closed, if the nature of the contents be first

exhibited or stated to the Postmaster

The field of by native efforts, but approved by him. Printed Circulars may The Post Office declines all responsibility for Unregistered Letters containing Bank Notes Coin, or Jewellery and, where Registration has been neglected, WILL MAKE

NO ENQUIRLES into alleged losses of such

Parcel Post to the United Kingdom. Parcels not exceeding 11 fbs. in weight are received in Hongkong and at British Post Offices in China, for transmission to the United Kingdom by P. & O. Packet via Gibraltur. No parcel is sent with the Overland Mail via Brindisi. Parcels therefore arrive in London about eight days later than the Mail. Parcels may be sealed, but any parcel, even though sealed, is liable to be opened for examination.

Parcels must be posted in Hongkong before 3 p.m. on the day before the departure of the Mail. Those arriving from the Coast, &c., after this hour are kept for the following P. & O. Mail. The Postage is 25 cents per 1b., which

includes Registration fee, and must be pro- or Pullaway Boats, per Day, \$1.00 paid in stamps. No further charge is made in the United Kin dom except for Customs dues. No parcel must be more than 3 feet 6 inches in length, or 6 feet in greatest length and girth combined. A receipt is given for agreements,

ench Parcel. The sender must fill up a form of Customs Declaration, which can be obtained free at each Post Office. No parcel con be accepted till this is completely and accorately filled. The only articles ordinarily sent Tea. Tobacco, and Gold and Silver plate. Dangerous or perishable goods, articles likely to injure the Mails. Liquids (unless securely packed) or parcels easily crushed, such as band-boxes, are prohibited. No Parcelcan be received if its value exceeds \$250. A Parcel may contain a letter to the same

other Parcel to the same address. No other enclosures are allowed. With regard to in ward Parcels, addressees are requested to observe that the Parcel Mail is not opened until the ordinary distribution of letters, &c., is finished. The postage on Parcels at home is 10d. per it. the Regulations are generally similar to the above, and the Parcels are sent out vid

Indemnity for the Loss of a Registered Article. The Post Office is not legal responsible

Gibraltar.

Merchant Vessels in Hongkong Marbour.

Green Island. Versels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the body of the

1. From Green Island to the Gas Works.

4. That the Postmaster General is satis-2. From Gas Works to Jardine's Wharf not caused by any fault on the part of the 6. From Peddar's Wharf to the Naval Yard.

Hungkong Post Office. ô. No compensation can be paid for mere damage to fragile articles such as portraits. watches, handsomely bound books, &c., which reach their destination, although in

contents of such correspondence lost while

passing through the Post, to the extent of

1. That the sender duly observed all the

2. That the letter was securely enclosed

3. That application was made to the

conditions of Registration required.

a broken or deteriorated condition. Missent or Delayed Correspondence.

When correspondence has been missent _____, or Received at 7 p.m., or as the case | Cassandra gives more trouble in the end.

Chair, Jinricksha, and Eoat

LEGALISED TARIFF OF FARES FOR CHAIRS. CHAIR DEARBHS, AND EOATS, IN THE COLONY OF HONGKONG.

Chairs. Half hour,10 cts. | One hour, ...20 cts. Three hours ... 50 ets. | Six hours, ... 70 ets. Day (from 6 to 6), One Dellar,

TO VICTORIA PEAK. Return Direct. Four Coolies, .. \$1.00 | Four Coolies, .. \$1.50 Three Coolies, 0.85 | Three Coolies, 1.20 Two Coolies, ... 0.70 Two Coolies, ... 1.00

| B | Aberdeen, Shortest By Pok-fu-Lum. Four Coolies, .. \$2.00 | Four Coolies ... \$2.50 Three Coulies, 1.60 Three Coulies, 25 Bu Wantsai Gan. Four Coolies,... 1.40

Three Coolies, 1.20 Two Coolies, TO VICTORY Return Direct. Single Trip. Four Coolies, .. 90 ets. Four Coolies, . Octs | Three Coolies, 75 cts. Three Coolies, 50/s. Tw Coolies ... 6 cts. Two Coolies, ... Return by Aberdeen, Return by Shortest Road. $L_{\mathrm{es...\$1.50}}$ | Four Coolies, ... \$2.00

Four Coolies, 1.20 | Three Coolies, 1.60 Thresolies, ... 0.90 Two Coolies, ... 1.20 Bu Wantsai Gap. Four Coolies... ... \$1.15 Three Coolies, 0.95 Two Coolies, 0.80

TO THE PEAK CHURCH, AND HOUSES IN VICINITY OF MOUNT KELLET AND MOONT GOUGH. Single Term. | Return Direct.

agreements.

Licensed Bearers (each). One Hour. in cents. Half day,... 35 cents. Day, 50 cents. Jinricksha. Quarter Hour, 05 cts. | One Hour, ... 15 cts. over two hours, To Pok-fu-Lain or Quarry Bay, ...20 Return. 35

For every hour or part of an hour \ 10 cents. To Shaukiwan, 35 Return, 50 To Aberdeen, 35

If an extra Coolie, is employed, the fare Cleopatra will be double. Nothing in this scale prevents private

BOAT AND COOLIE HIRE. 1st Class Cargo Boat of 8 or 900 niculs, per Day, lst Class Cargo Boat of 8 or 900 piculs, per Load, ... 2nd Class Cargo Boat of 600 piculs, per Day, ... 2nd Class Cargo Boat of 600 piculs, per Load, ... 3rd Class Cargo Boat or Ha-kau Boat of

390 picula, per Day, 3rd Class Cargo Boat or Ha-kay Boat of 1.00 | Victor Emanuel 300 piculs, per Load; 3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, Hali D.y.

One Hour, . Half-an-Hour, ... After 6 P.M......10 cents extra. Nothing in this Scale prevents private STREET COOLIES. · Scale of Hire for Street Coolies.

One Day......33 centr. Half Day,.....20 ,, Half Hour, 3 Nothing in the above Scale to affect nelvate agreements.

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CHINA VOLUMES I TO XII.

1.—LIST OF CONTRIBUTORS. 2.—Anticles. 3.—Reviews of Books. 4.—LIST OF AUTHORS REVIEWED.

Tameza PRICE. - - - - 50 CENTS. To be had at the China Mail Office. Messis. Kelly & Walsh, Messis. Lane, CRAWFORD & Co., Hon kong; and Messre. for the safe delivery of Register correspon. KELLY & WALSH, Shanghai,

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at T Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

3. From Jardine's Wharf to the Harbour Master's Office. 4. From H whour Master's to the P. and O. Co.'s Office. 5, From P. and O. Co.'s Office to Peddar's Wharf.

7. From Naval Yard to Blue Buildings 8. From Blue Buildings to East Point. 9. From Kellett's Island to North Point.

10. Kowloon Wharves. 11. Jardine's Wharf.

Date of Destination. Flag and Consignees or Agents. Remarks. Tous. Arrival Vessel's Name. Captain. Steamors 31 Eduard Schellhass & Co. SchaferGer. 1 Wieler & Co. Hoihow, &c. To-morrow h AereboeGer. 4 Carlowitz & Co. Bormida 5 c Pizzarello Italian str. 1499 Jan. Sydney To-day or delayed (both of which are liable to Cairngorm 4 c Pearse Brit. str. 1166 Dec. 24 Mitsui Bussan Kaisha Yokohama 6th inst. ... 4 c Haesloop Ger. str. 1196 Jan 29 Arnhold, Karberg & Co. .648 Nov. 13 Arahold, Karberg & Co. | K'loon Dock 29 Bun Ho Hong Swatow & Bangkok

may be," and forward it, without any Ching-tu 5 c Vardin Brit. other writing whatever, to the Postmaster | Chew-chow-foo 3 c Wendt Ger. General. This should be acted on the first | Creero 8 h George Brit. 3 h Anderson Brit. Amoy and Tamsui 22 Douglas Steamship Co. 509 Dec. To-morrow Chefoo 340 Dec. 6 Siemssen & Co. K'loon Dock Robinson Br Gilsland 4 Jardine, Matheson & Co. Shanghai To-morrow Haiphong To-mbrrow 2A. R. Marty lduna 3 h Emke Independent 2 h Hasenwinke Ger. 4 Wieler & Co. Kashgar 2 h Gadd Brit. Bombay v. S'apore 3|P. & O. S. N. Co. Killarney4 c O'Neill Brit. str. 1060 Jan. 3|Gibb, Livingston & Co. Marcia B c McIn ash Brit. ilWieler & Co. 1 Douglas Steamship Co. Coast Ports l'o-morrow DavidsenDan.s Norden 11th inst. San Francisco Davison Brit. h Brough Brit. k Staver Brit. 24 Gibb. Livingston & Co. ***********

.....6 h Stopani Brit. c Heasley Brit. stř. 1560 Dec. ... Homery Fch. str. 3822 Nov. KochBrit. c Nisbet Brit. c Mudio Brit. str. | 1671 2 P. & O. S. N. Co. str. 1149 Dec. c Brown Brit. etigern3 str. 2095 Jan. 3 Russell & Co.

Alden Besse 5 cO'Brien Amer. bqe. Billy Simpson 2 h Brown Brit. bqe. Brynhilda 8 h Meikle Brit. sh.] 1409 Nov. Centaur 3 c Offersen Ger. Director 8 h.Bogart Brit. bqe. 249 [Nov. 30] Eduard Schellhass & Co. Edward Kidder...... 8 h Griffin Amer. bqe. e Schwartz......Ger. 1375 Dec. 1443 Nov. sh.

Sailing Vessels

Escort 3 k Waterhouse ... Amer. bqe. Francis B. Fay 3 k Pettegrove Amer. bqe. H. Printzenberg 3 Schonemann ... Ger. bqe. 553 Dec.

Haltie N. Bangs 3 c Bangs Am. bqtin. 542 Nov. 25 Gonsalves & Co. Four Coolies, .. 65 ets. Four Coolies, .. \$1.00 Hayden Brown 5 k Havener Amer. bge. Returning by other routes will be the Ingleside.............. 3 k Hayes Brit. bqe. 926 Dec.

houses of siness, if a wish to that lect Aberdeen when three hours and a half will Lorna Doone 5 c Lynn Brit. bge. 367 Dec. Oregon 3 c Merryman Amer. sh. 1386 Dec. For every hour or part of an hour above Ralph M. Hayward ... 5 k Baxter........... Am bot ne. three or three and a half, each Coolie will Santa Filomena....... 3 k Mendiguren ... Span. sch. Sin Kolga 3 c Hanson Brit. bqe. Nothing in above scale prevents private | State of Maine 3 c Nickels Amer. sh. Theodor Ruger 5 c Meyer Ger Velocity 4 c Martin Brit. bqe.

Ventura 3 k Estival Span. bqe.

Name.

Name.

Albatross

Arggon

Авріс 🛰

Carola

Decres

Jaguar

Lutin

Marion

Monocacy

Nautilus

Palos

Pluvier

Rapido

Sagittaire

Turenne

Primauguet

Inclocheterie .

Bismarck

Chasseur

Alacrity

Audacious*

Firebrand

Heroine

Walter Siegfried 3 c Mitchell Brit. bqe. 394 Dec.

despatch-vessel

corvette

corvette

gunboat

aloop

corvette

gunboat

gunboat

gunboat

corvette

cruiser

gun-vessel

gun-vossel-k

torpedo mining launch

Mag and Rig.

Austrian gunboat

Spanish cruiser

French gunboat

German cruiser

German corvette

French gunboat

French cruiser

French gunboat

French gunboat

Russian gunboat

German oruiser

U. S. corvette

U. S. gunboat

French gunboat

French cruiser

Italian oruiser 0

French gun-vesil

Russian cruiser

Russian gunboat

French frigate

French gunbost

Russian ironolad

Russian gunboat

German gunboat

Portuguese gunboat

German gun-vessel

French cruiser

U. S. corvette

U. S. sloop

French cruiser -

* Flagship of Vice-Admiral Vesey Hamilton, Commander-in-Chief.

gunboat

corvette.

gun-vessol

receiving ship

gunboat

gunboat .

gunboat

turret-ship

ornisor

sloop

double-scrow iron frigate

Wandering Minstrel... 5 k Wright Brit. bqtin. 366 April 14 Amhold, Karberg & Co.

William McGilvery ... 8 c Dunbar Amer. sh. 1210 Oct. 25 Adamson, Bell & Co.

sh. 1576 Nov. 14 Amhold, Karberg & Co. 492 Dec.

Her Britannic Majesty's Ships on the China Station.

Tons. Guns. I.H.P.

6010

2380

2380

2380

940

430

1420

150

756

438

1908

470

2810

2130

920

475

1680

445

1910

485

1900

1370

455

755

2100

2400

420

5.40

2200

1458

---- ,

455

5880

480

For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

2500

1920

500

4250

Tons. | Guns. |

10

5

12

16

24 Eduard Schellhass & Co.

6 Melchers & Co.

Yung-ning New York MERCHANAILING VESSELS. Cloon Dock | Angle India Honolulu Chingtah Columbus Daniel I. Tennemer. sh. San Francisco Hagerstown mer. L. Burrell Maria Raffo Morning Lightrit. New York Nanaimo Norway Omega Satsuma Tituan

W. B. Flint Amer. bqs AGASAKT. In pan December 15, 1886. Anna Dorot Ger. bge. Dorothy Brit. bas.

Kozaki Ma Japan, bog. Sea Swallo Brit. bge. Where at. YOKOHAMA. Hongkong Hongkong on December 14, 1886. Hongkong Yokohama Æolus Nagasaki Ger. Andreas Yokohama Brit. Annie Sid Singapore Brit, boe. Archim' In reservo Amer, sch. Aretic Hongkong Amer. sch. Diana Hankow Ger. bge. Fried Hongkong Brit. bge. Hongkong Brit. Hongkong Amer. sh. Shanghai Hongkong Hongkong Hongkong KOBE. Singapore port on December 20, 1886 Hongkong Ema Boyd Brit. bqe.

> Brit. bge. Amer. sh. Dut. sh HIOGO. In port on December 20, 1886. L. Boyd Brit. bae. Failing Amer. ch.

Brit. boo.

He ailing Am. sh.

Amer. sh. Dut. MANILA. in port on December 23, 1886. Brit. Brit. boe. as. G. Rice Brit. boe. Amer. boe.

ILOILO. In Port on December 7, 1886. Adam W. Spies Amer. boe. Albania Scolog Amer.

In Port on December 5, 1886. Ger. bqe.

S. R. Mond

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Amer. bge.